

3.5 Metro Planning Area

The Metro Planning Area is located in a dense urban area of central County of Los Angeles. The planning area's unincorporated communities include East Los Angeles, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. This planning area also contains a large portion of the incorporated City of Los Angeles, including Downtown Los Angeles and South Los Angeles.

The planning area is ethnically diverse and densely populated with an estimated 317,000 people living within the approximately 21 square miles combined of unincorporated communities alone.²⁶ The communities are also transit-rich, transected by light-rail lines. Figure D-4 in Appendix D displays the Metro Planning Area's mix of primarily commercial, mixed use, multi-family, and single-family residential and industrial land uses.

3.5.1 Existing Bicycling Conditions

The Metro Planning Area unincorporated communities have 2.3 miles of existing bikeways. Table 3-14 presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-14: Metro Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
East Los Angeles	City Terrace Drive	Alma Avenue	Marengo Avenue	2	0.6
East Los Angeles	Gerhart Avenue	Via San Delarro	Via Campo	2	0.4
East Los Angeles	Herbert Avenue	Medford Street	Whiteside Street	2	0.2
Florence-Firestone	Holmes Avenue	Florence Avenue	Gage Avenue	2	0.5
West Athens-Westmont	98 th Street	Halldale Avenue	Vermont Avenue	2	0.6
				Total	2.3

**County-maintained bikeways only*

Figure 3-17 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Metro Planning Area reported from 2004 through 2009.

Los Angeles County Metropolitan Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-15.

²⁶ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-15: MTA Identified Gaps in the Metro Planning Area Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
37	LA River	LA County / LA City	Los Angeles River through central LA, corridor being studied as part of Los Angeles River Revitalization	Active railroad and industrial uses

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

According to the California Highway Patrol SWITRS data, a total of 530 bicycle collisions were reported within the unincorporated parts of the Metro Planning Area between 2004 and 2009. Two hundred and twenty-eight of these collisions occurred within East Los Angeles. There were six collisions at the intersection of Eastern Avenue and Whittier Boulevard, the single greatest crash location within the unincorporated parts of the planning area between 2004 and 2009. Locations within the Metro Planning Area have some of the highest bicycle crash rates in unincorporated Los Angeles County. The high crash rates are attributed to the high ridership within the planning area and a corresponding urgent need for improved bicycle infrastructure. The Plan contains a policy that prioritizes improvements at locations with high crash rates, and certain state and federal programs provide funding opportunities for mitigating dangerous conditions.

Also shown in **Figure 3-17**, the Metro Planning Area is transit-rich, providing opportunities to support multimodal trips between the planning area and locations throughout the region. All of the unincorporated communities are served by Metro Rail Lines. East Los Angeles is served by four stations along the Gold Line. Florence-Firestone and Willowbrook combined have several stations along the Blue and Green Line. The southernmost unincorporated communities, West Athens-Westmont and West Rancho Dominguez-Victoria, are served by the Green Line.

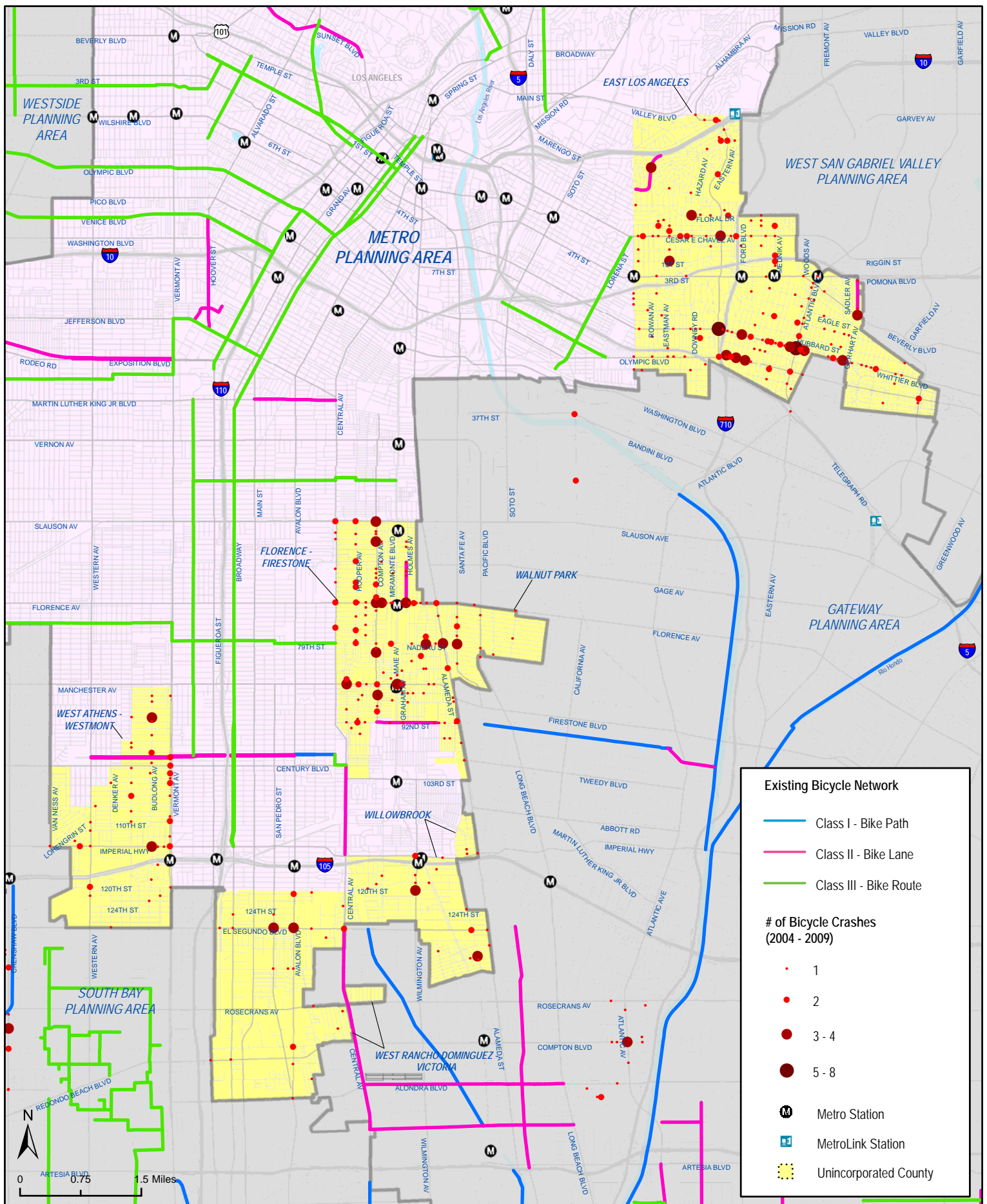


Figure 3-17: Metro Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

3.5.2 Proposed Network

Table 3-16 summarizes the proposed bicycle network mileage by classification type within the Metro Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 88 miles of facility across the planning area to bolster its total of 2.3 existing miles of bicycle facility within the unincorporated parts of the planning area.

Table 3-16: Metro Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	0.7	0.8%
Class II – Bicycle Lane	48.1	54.6%
Class III – Bicycle Route	26.9	30.5%
Bicycle Boulevard	12.4	14.1%
Total	88.1	100%

Table 3-17 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-18 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Metro Planning Area. Figure 3-19 provides a more detailed view of the proposed bicycle network within the community of East Los Angeles. Figure 3-20 provides a more focused view of the proposed bicycle network within the communities comprising the central and southern portion of the planning area: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook.

Table 3-17: Metro Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Crocket Boulevard	76 th Place	83 rd Street	Florence-Firestone	3	0.6	2	145
2	Cesar Chavez Avenue	Indiana Street	Mednik Avenue	East Los Angeles	3	1.8	1	145
	Cesar Chavez Avenue	Mednik Avenue	Vancouver Avenue		2	0.3		
3	Woods Avenue ^A	1 st Avenue	Olympic Boulevard	East Los Angeles	BB	1.5	1	145
4	Normandie Avenue	98 th Street	El Segundo Boulevard	West Athens-Westmont	2	2.1	2	140
5	East 68 th Street	Central Avenue	Compton Avenue	Florence-Firestone	3	0.5	2	135
6	Maie Avenue/ Miramonte Boulevard	Slauson Avenue	92 nd Street	Florence-Firestone	BB	2.5	2	135
7	Redondo Beach Boulevard	South Figueroa Street	Avalon Boulevard	West Rancho Dominguez-Victoria	2	1.0	2	135

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Florence Avenue ^B	Central Avenue	Mountain View Avenue	Florence-Firestone and City of Huntington Park ^C	2	2.2	1, 2	135
9	Vermont Avenue	87 th Street	El Segundo Boulevard	West Athens-Westmont and City of Los Angeles ^C	2	2.9	2	135
10	Budlong Avenue	Manchester Avenue	El Segundo Boulevard	West Athens-Westmont	BB	3.0	2	130
11	El Segundo Boulevard	Figueria Street	Central Avenue	Willowbrook	2	1.6	2	130
12	Compton Avenue	Slauson Avenue	92 nd Street	Florence-Firestone and City of Los Angeles ^C	2	2.5	2	130
13	Broadway	East 121 Street	East Alondra Boulevard	West Rancho Dominguez-Victoria	2	2.5	2	130
14	Firestone Boulevard ^B	Central Avenue	Alameda Street	Florence-Firestone	2	1.4	2	130
15	Imperial Highway	Van Ness Avenue	Vermont Avenue	West Athens-Westmont	2	1.5	2	130
16	Denker Avenue	Century Boulevard	Imperial Highway	West Athens-Westmont	3	1.0	2	125
17	Holmes Avenue	Slauson Avenue	Gage Avenue	Florence-Firestone	2	0.5	2	125
18	Rosecrans Avenue	Figueria Street	Central Avenue	Willowbrook and City of Compton ^C	2	1.7	2	125
19	Hazard Avenue	City Terrace Drive	Cesar Chavez Avenue	East Los Angeles	3	1.1	1	120
20	6 th Street	Ford Boulevard	Harding Avenue	East Los Angeles	3	1.8	1	120
21	92 nd Street	Central Avenue	Compton Avenue	Florence-Firestone and City of Los Angeles ^C	3	0.5	2	120
	92 nd Street	Miner Street	Alameda Street	City of Los Angeles ^C	3	0.3		
22	Ford Boulevard ^A	Floral Drive	Olympic Boulevard	East Los Angeles	3	1.8	1	120
23	Nadeau Street/ Broadway	Central Avenue	State Street	Florence-Firestone	2	2.6	1, 2	120
24	Whiteside Street	Hebert Avenue	Eastern Avenue	East Los Angeles	3	0.6	1	115
25	Seville Avenue	East Florence Avenue	Broadway	Florence-Firestone	2	0.5	1	115
26	124 th Street	Slater Avenue	Alameda Street	Willowbrook and City of Compton ^C	3	1.5	2	110
27	Whitter Boulevard	Indiana Street	Ford Boulevard	East Los Angeles	3	1.2	1	110
28	Success Avenue/ Slater Avenue	Imperial Highway	El Segundo Boulevard	Willowbrook and City of Compton ^C	3	0.9	2	110
29	Avalon Boulevard	121st Street	Alondra Boulevard	West Rancho Domínguez-Victoria	2	2.5	2	110
30	Mednik Avenue/ Arizona Avenue A	Floral Drive	Olympic Boulevard	East Los Angeles	2	1.9	1	110

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
31	Whitter Boulevard	Ford Boulevard	Via Clemente Street	East Los Angeles	3	2.4	1	105
32	Imperial Highway	Central Avenue	Wilmington Avenue	Willowbrook and City of Los Angeles ^c	2	0.9	2	105
33	Alondra Boulevard	Figuerola Street	Avalon Boulevard	Rancho Dominguez-Victoria, and City of Carson ^c	2	1.0	2	105
34	Beverly Boulevard	Pomona Boulevard	Gerhart Avenue	East Los Angeles	3	0.8	1	100
35	Rowan Avenue/ Dennison Street/ Eastman Avenue ^A	Floral Drive	Olympic Boulevard	East Los Angeles	BB	1.8	1	100
36	Hubbard Street	Ford Boulevard	Mobile Street	East Los Angeles	BB	2.2	1	100
37	Gerhart Avenue	Via San Delarro Street	Eagle Street	East Los Angeles	2	0.2	1	100
	Gerhart Avenue	Eagle Street	Whittier Boulevard		3	0.5		
38	120th Street/ 119th Street ^A	Central Avenue	Wilmington Avenue	Willowbrook	2	0.8	2	100
	119th Street	Wilmington Avenue	Mona Boulevard		3	0.6		
39	Eastern Avenue	0.1 miles north of Whiteside Street	Olympic Boulevard	East Los Angeles	2	3.1	1	100
40	Olympic Boulevard	Indiana Street	Concourse Avenue	East Los Angeles	2	3.3	1	100
41	Wilmington Avenue	119th Street	El Segundo Boulevard	Willowbrook and City of Compton ^c	2	0.6	2	100
42	Western Avenue	108 th Street	El Segundo Boulevard	West Athens-Westmont	2	1.5	2	100
43	Medford Street	Indiana Street	Hebert Avenue	East Los Angeles	2	0.5	1	95
	Hebert Avenue	Whiteside Street	City Terrace Drive		3	0.1		
44	1 st Street	Indiana Street	Mednik Avenue	East Los Angeles	2	1.8	1	95
45	Margaret Avenue	Sadler Avenue	Hubbard Street	East Los Angeles	3	0.8	1	90
46	Willowbrook Avenue	119 th Street	Oris Street	Willowbrook	3	1.2	2	90
47	La Verne Avenue/ Gratian Street/ Ferris Avenue	3 rd Street	Telegraph Road	East Los Angeles	3	1.5	1	90
48	Floral Drive	Indiana Street	Mednik Avenue	East Los Angeles and City of Monterey Park ^c	3	1.8	1	90
49	Lohengrin Avenue/ 110 th Street	Imperial Highway	Budlong Avenue	West Athens-Westmont	BB	1.3	2	90

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
50	City Terrace Drive	0.1 miles east of Rowan Avenue	Hazard Avenue	East Los Angeles	3	0.5	1	90
	City Terrace Drive	Hazard Avenue	Eastern Avenue		2	0.4		
51	Willowbrook Avenue Proposed Bicycle Path ^A	Imperial Highway (at Rosa Parks Metro Station)	119 th Street	Willowbrook	1	0.4	2	90
52	Hooper Avenue	Slauson Avenue	95th Street	Florence-Firestone	2	2.7	2	90
53	Slauson Avenue	Central Avenue	Alameda Street	Florence-Firestone and City of Los Angeles ^C	2	1.1	1, 2	90
54	Central Avenue	121 st Street	127 th Street	West Rancho Dominguez-Victoria	2	0.5	2	85
55	Arroyo Seco Proposed Bicycle Path ^A	San Fernando Road	Avenue 26	City of Los Angeles	1	0.3	1	85
56	Hendricks Avenue	0.1 miles north of Hubbard Street	Ferguson Drive	East Los Angeles	3	0.8	1	80
57	Sadler Avenue	Pomona Boulevard	Whittier Boulevard	East Los Angeles	3	1.0	1	80
58	Downey Road	3 rd Avenue	Noakes Street	East Los Angeles	3	1.5	1	80
59	120 th Street	Western Avenue	Vermont Avenue	West Athens-Westmont	2	1.0	2	80
60	El Segundo Boulevard	Wilmington Avenue	Alameda Street	Willowbrook	2	0.9	2	80
Total Mileage						88.1		

^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^B Proposed segment will be developed as part of the County's Transit Oriented District (TOD) development plan^C Part of project traverses through or along boundary of incorporated city

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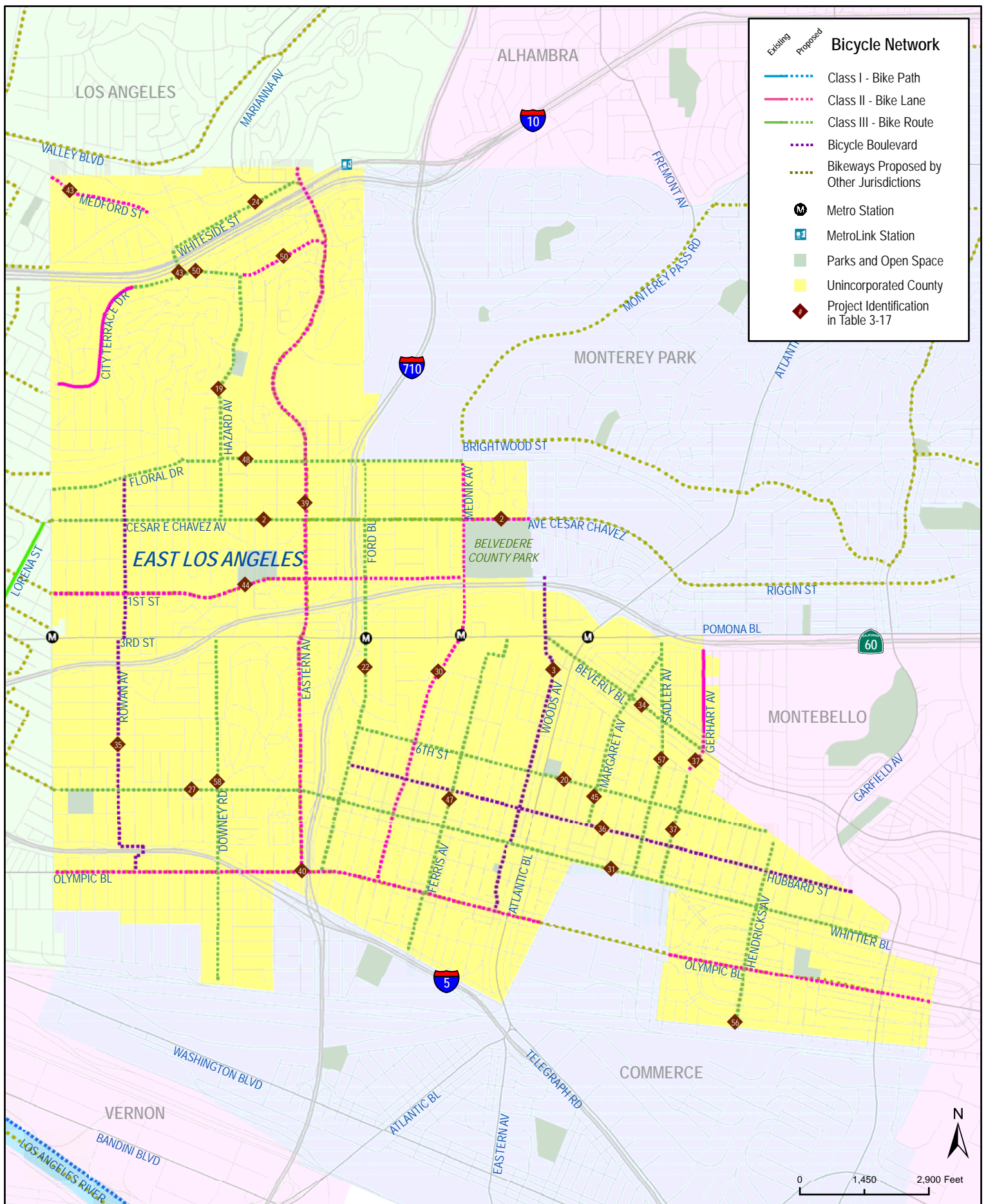


Figure 3-19: East Los Angeles Proposed Bicycle Facilities

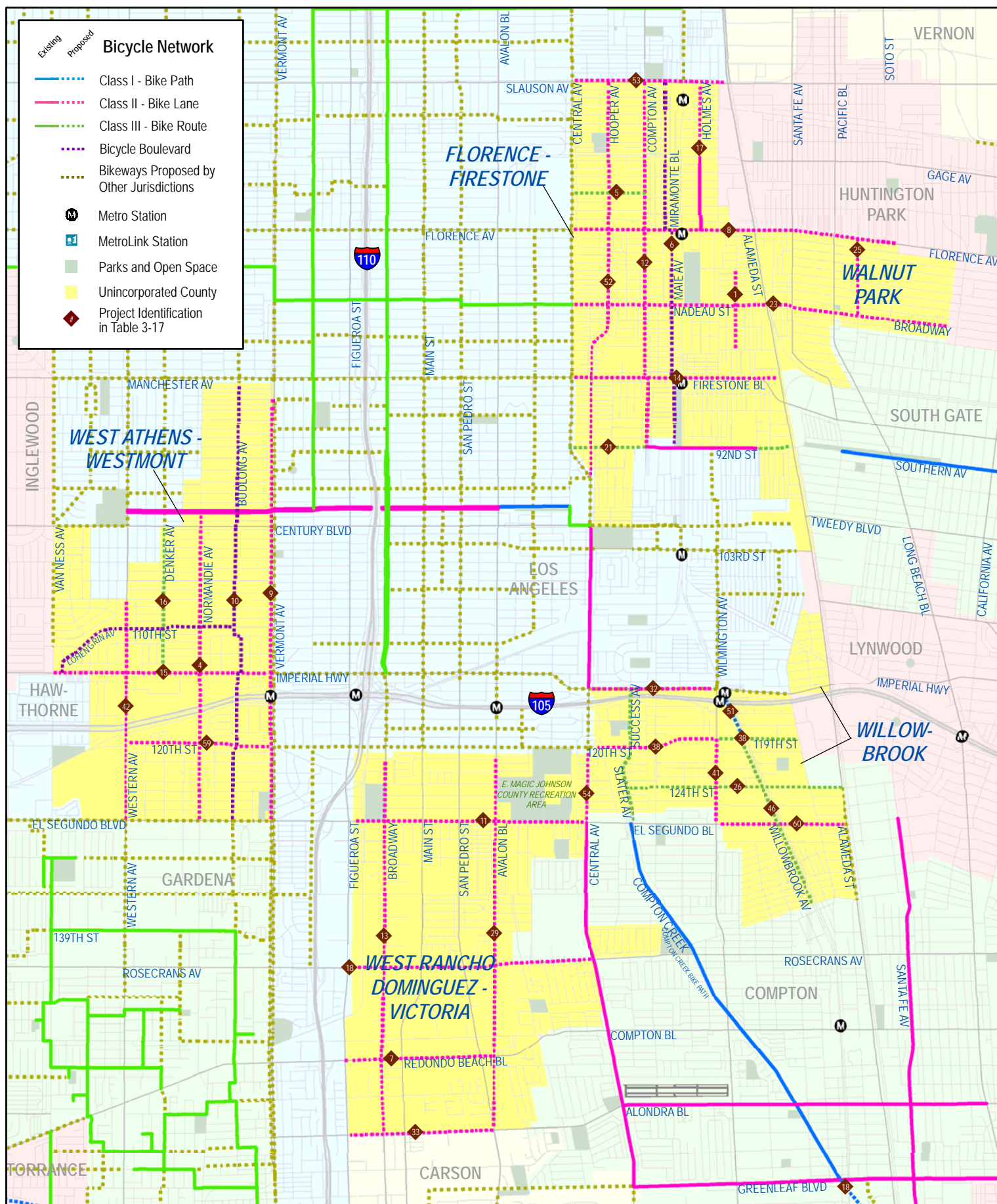


Figure 3-20: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria and Willowbrook Proposed Bicycle Facilities

3.6 San Fernando Valley Planning Area

The San Fernando Valley Planning Area is mostly incorporated with only a few small unincorporated communities scattered along the periphery of the planning area in the foothills of the mountain ranges surrounding San Fernando Valley. The planning area's unincorporated communities include Kagel Canyon, La Crescenta-Montrose, Lopez Canyon, Oat Mountain, Sylmar Island, Twin Lakes, Universal City, West Chatsworth, and West Hills. The unincorporated parts of the San Fernando Valley have an estimated population of 28,000 residents.²⁷ These communities encircle the incorporated San Fernando Valley, which includes the cities of Los Angeles (San Fernando Valley portion), Burbank, Glendale, and San Fernando.

The San Fernando Valley is demarcated by the Santa Susana Mountains to the northwest, San Gabriel Mountains to the northeast, Verdugo Mountains to the east, and the Santa Monica Mountains to the south separating the San Fernando Valley from the Los Angeles Basin. The Chalk Hills to the south and the Simi Hills to the west also define the valley area. The planning area unincorporated communities are, for the most part, sparsely populated, with only La Crescenta-Montrose having a sizable population (18,907).

Figure D-5 in Appendix D displays the land uses within the planning area. The communities of Kagel Canyon, Lopez Canyon and Sylmar Island are mountainous with predominantly rural residential, open space, and park land uses. Industrial uses occupy the southern portion of Lopez Canyon. La Crescenta-Montrose is primarily low to medium density single-family residential with commercial activity concentrated along Foothill Boulevard. Oat Mountain and Twin Lakes have a combined population of 1,358. Whereas Oat Mountain is mainly rural, park, and open space, Twin Lakes is dominated by single-family residential land uses. Universal City is exclusively occupied by Universal Studios property. The unincorporated area has no residences and is designated for commercial and industrial land uses only. Located on the western boundary of the planning area, West Chatsworth and West Hills encompass two square miles of rural residential and single family residential land. West Chatsworth is largely rural residential with a sparsely populated hillside community located in the northern portion of the community. By comparison, the incorporated cities of San Fernando Valley are mostly built out, with strong patterns of urban and suburban development.

3.6.1 Existing Bicycling Conditions

Of these nine communities, only La Crescenta-Montrose has an existing bikeway, which runs through the community along Foothill Boulevard. The community of West Hills contains a portion of a bikeway on Valley Circle Boulevard, which runs along the boundary of the community for one third of a mile.

Table 3-18 presents the location, classification, and mileage of existing bikeways within the communities. Figure 3-21 displays major transit, existing bicycle network, and reported bicycle collisions in the planning area.

²⁷ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-18: San Fernando Planning Area Existing Bicycle Facilities

Community	Segment	From	To	Class	Mileage
San Fernando Valley Planning Area	Foothill Boulevard	Pennsylvania Avenue	Briggs Avenue	2	1.2
San Fernando Valley Planning Area	Valley Circle Boulevard	0.1 miles north of Vanowen Street	Corrie Lane	2	0.3
Total					1.5

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-19.

Table 3-19: MTA Identified Gaps in the San Fernando Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
24	Foothill Blvd	LA City / Glendale / LA County / La Cañada-Flintridge	Connection between Wentworth (LA City) and Oak Grove (La Cañada)	Urban Arterial

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Several factors hinder bicycling opportunities in the San Fernando Valley Planning Area. Many of the communities are characterized by steep topography, undulating street networks, and minimal bicycle trip generators. However, opportunities do exist to provide recreational facilities, connect these communities with adjacent cities, and foster multimodal trip-taking.

La Crescenta-Montrose includes both flat and hilly terrain. While it has a grid street network, connectivity to the east and south are respectively hindered by the Pickens Canyon Channel and the Foothill Freeway (I-210). Both barriers currently create choke points requiring identification of potential new crossings or enhancements to existing crossings.

Universal City consists of hilly private land and streets, except for access roads that connect visitors to the Universal Studios Theme Park and Universal City Walk. Although the community has no residents, the area is a major employee and tourist destination. Shuttles transport workers and visitors between the area and the nearby Universal City Red Line Metro Station.

Due to topographical barriers and the relative absence of major bicycle trip generators, improvements are focused on facilitating connections to bicycle networks and transit hubs in adjacent cities. Six MetroLink and two Metro Stations are located in San Fernando Valley incorporated communities.

According to the California Highway Patrol SWITRS data, 12 bicycle collisions were reported in the unincorporated communities of San Fernando Valley Planning Area from 2004 through 2009. Figure 3.21 identifies bicycle crash locations for this time period. Of the 12 collisions, ten occurred in La Crescenta-Montrose. This high number of collisions may be a result of La Crescenta-Montrose having higher population and more bicycling activity than the other communities in the planning area.

3.6.2 Proposed Network

Table 3-20 summarizes the proposed bicycle network mileage by classification type within the San Fernando Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 11 miles of facility across the planning area including 2 miles of bicycle path and 7 miles of bicycle route. Currently, there are only 1.5 miles of existing bicycle facility within the unincorporated parts of the San Fernando Valley Planning Area.

Table 3-20: San Fernando Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	2.2	19.3%
Class II – Bicycle Lane	1.7	14.9%
Class III – Bicycle Route	7.5	65.8%
Total	11.4	100%

Table 3-21 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-22 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the San Fernando Valley planning area. Figure 3-23 provides a more detailed view of the proposed bicycle network within the La Crescenta-Montrose community.

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Los Angeles River Proposed Bicycle Path	Lankershim Boulevard	0.2 miles west of Barham Boulevard	Universal City	1	1.0	3	145
2	Rosemount Avenue	Rockdell Street	Honolulu Avenue	La Crescenta-Montrose and City of Glendale ^A	3	1.9	5	135
3	La Crescenta Avenue	Orange Avenue	Foothill Boulevard	La Crescenta-Montrose	3	0.6	5	130
4	Altura Avenue	La Crescenta Avenue	Rosemount avenue	La Crescenta-Montrose	3	0.3	5	120
5	La Crescenta Avenue	Foothill Boulevard	Montrose Avenue	La Crescenta-Montrose and City of Glendale ^A	3	0.6	5	120
6	Briggs Avenue	Shields Street	Foothill Boulevard	La Crescenta-Montrose	3	1.3	5	110
7	Ramsdell Avenue	Markridge Road	Montrose Avenue	La Crescenta-Montrose and City of Glendale ^A	3	1.6	5	95

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Montrose Avenue	Rosemont Ave	Montrose Lane	La Crescenta-Montrose	2	0.8	5	95
9	Orange Avenue/ Whittier Drive	Pennsylvania Avenue	Briggs Avenue	La Crescenta-Montrose	3	1.2	5	80
	Verdugo Flood							
10	Control Channel Bicycle Path	New York Avenue	Shirley Jean Street	City of Glendale	1	1.2	5	70
11	Ocean View Boulevard	Foothill Boulevard	Honolulu Avenue	La Crescenta-Montrose and City of Glendale ^A	2	0.9	5	50
Total Mileage						11.4		

^A Part of project traverses through or along boundary of incorporated city

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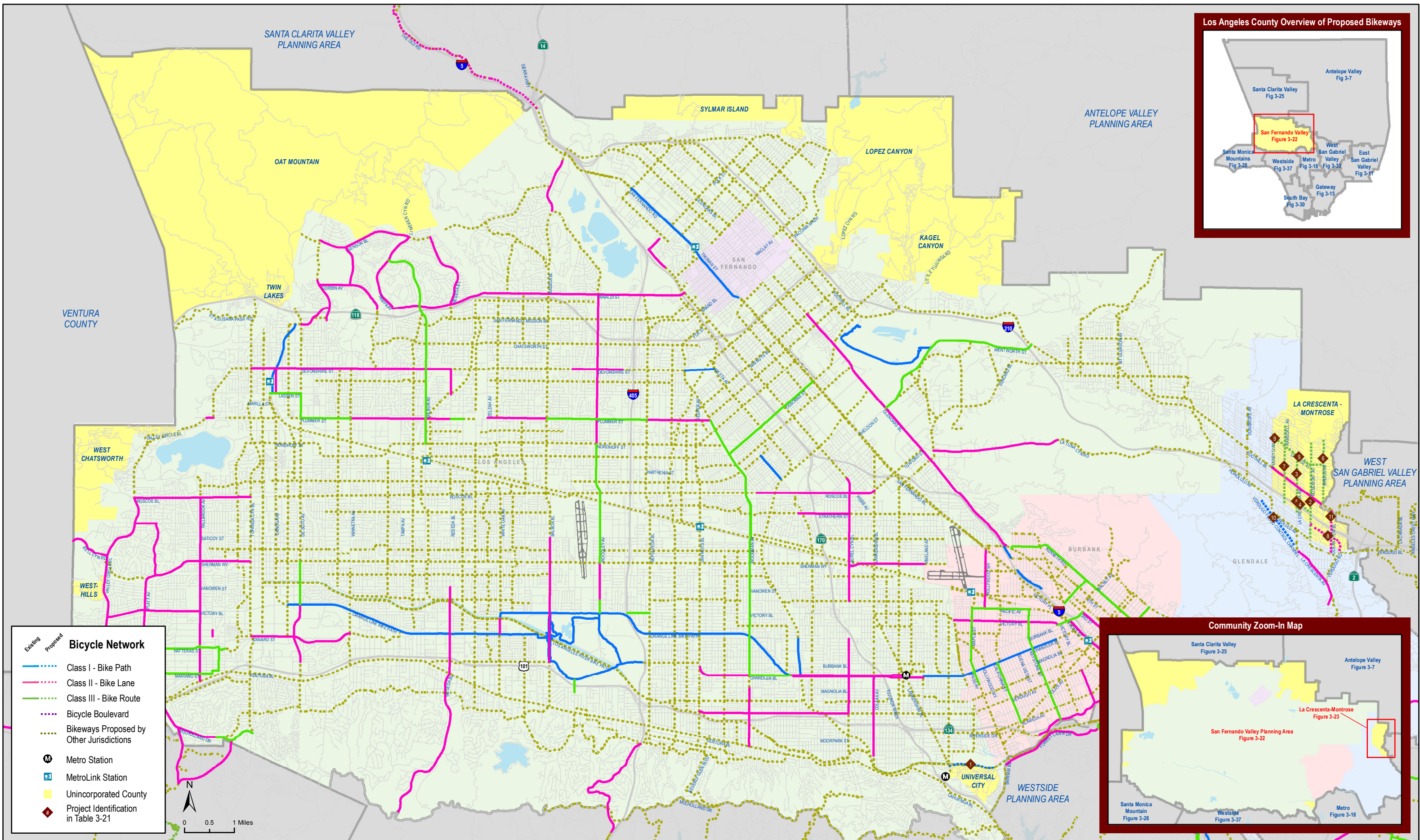


Figure 3-22: San Fernando Valley Planning Area Proposed Bicycle Facilities

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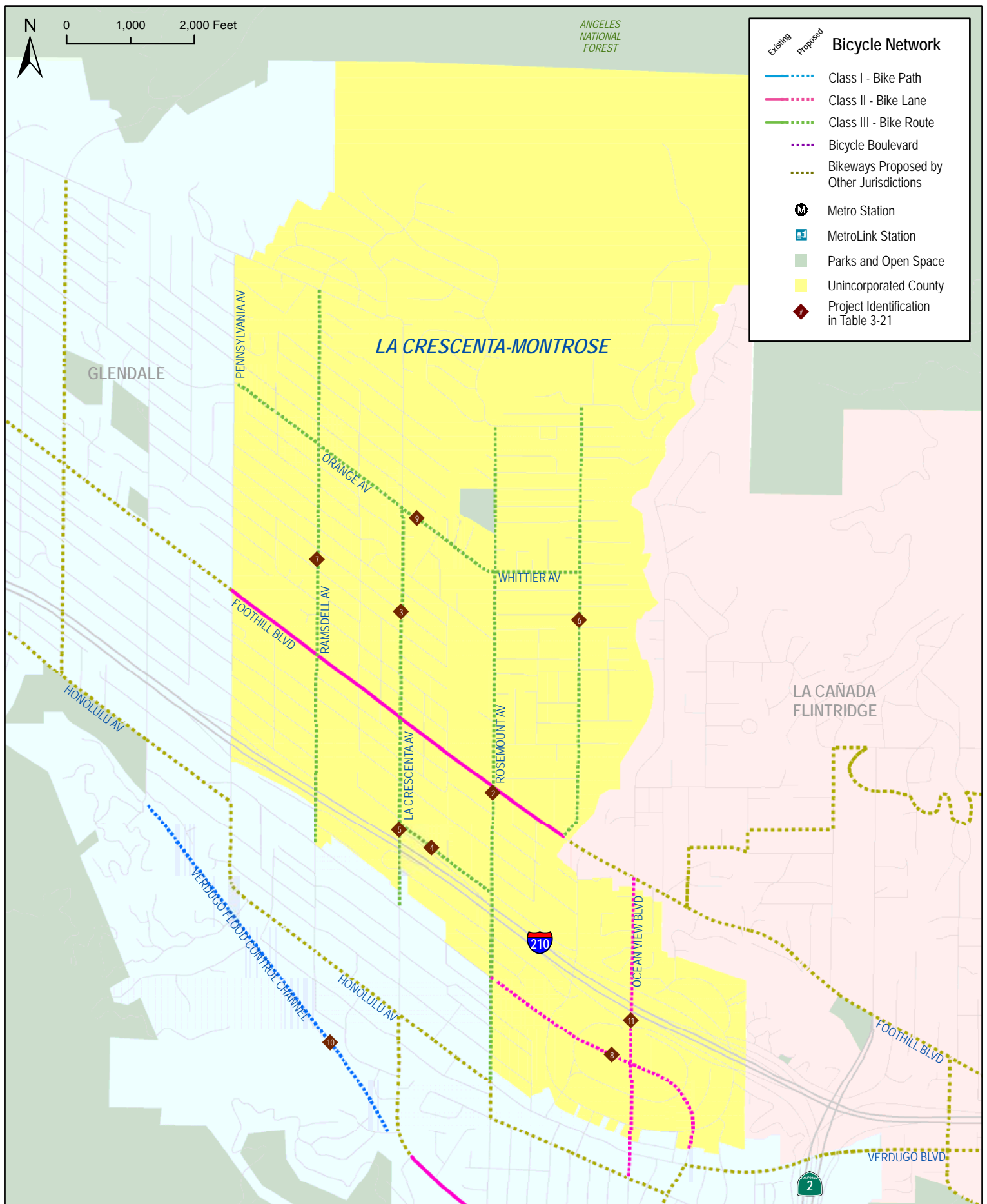


Figure 3-23: La Crescenta-Montrose Proposed Bicycle Facilities

3.7 Santa Clarita Valley Planning Area

The unincorporated County covers around 195 square miles of the Santa Clarita Valley Planning Area's total 484 square miles. The Planning Area is located in northern Los Angeles County, bounded by Ventura County to the west, the Antelope Valley Planning Area to the north and east, and the San Fernando Valley Planning Area to the south.²⁸

The planning area is characterized by several village-like communities with distinct development patterns and histories of development. Many of these communities are isolated from each other by built and natural barriers such as topography, the Santa Clarita River, and Interstate 5. The valley features a significant amount of County park and open space. The Los Padres and Angeles National Forests comprise about 235 square miles of the planning area. Urban development is focused within and just outside of the City of Santa Clarita, while the surrounding unincorporated communities are suburban-rural. **Figure D-6** in **Appendix D** displays the Santa Clarita Valley Planning Area communities and designated land uses. The unincorporated parts of Santa Clarita Valley have an estimated population of 85,000 residents compared to the 178,062 residents living in the more densely populated incorporated City of Santa Clarita.²⁹

There are 10 unincorporated suburban/rural communities within Santa Clarita Valley Planning Area. They include: Agua Dulce, Alpine, Bouquet Canyon, Castaic, Forest Park, Hasley Canyon, Lang, Soledad-Sulphur Springs, Stevenson Ranch, and Val Verde. The following subsections describe current bicycling conditions within unincorporated Santa Clarita Valley Planning Area.

3.7.1 Existing Bicycling Conditions

There are three existing County-maintained bikeway segments accounting for approximately 3.3 miles in unincorporated Santa Clarita Valley. **Table 3-22** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-24** displays the existing bicycle network along with major transit stations and bicycle collision locations in Santa Clarita Valley.

Table 3-22: Santa Clarita Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Stevenson Ranch	Stevenson Ranch Parkway	Poe Parkway	The Old Road	2	1.4
Stevenson Ranch	The Old Road	Stevenson Ranch Parkway	Pico Canyon Road	3	0.9
Stevenson Ranch	Valencia Boulevard	0.2 miles west of Old Rock Road	The Old Road	2	1.0
Total					3.3

**County-maintained bikeways only*

²⁸ Los Angeles County, Draft Santa Clarita Valley Area Plan: "One Valley One Vision", 2009

²⁹ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections; 2006-2008 American Community Survey, B00001 3-Year Estimates

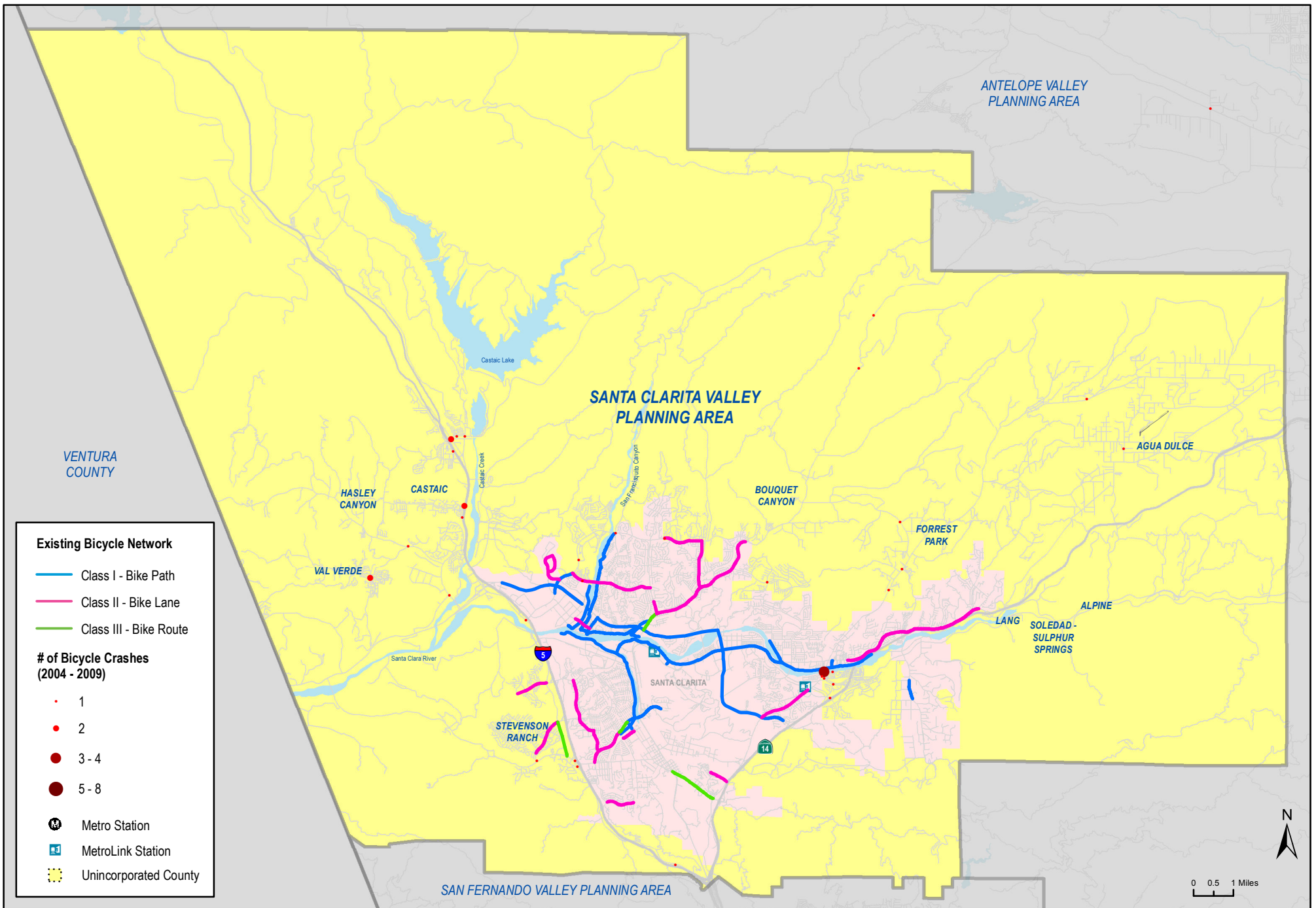


Figure 3-24: Santa Clarita Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

The planning area possesses both opportunities and constraints in expanding the existing bicycle network and increasing bicycling activity. Constraints, including medium-to-low residential density and undulating street network nestled in hilly terrain, serve as barriers to bicycling. There are also several constrained gaps in the inter-jurisdictional bikeway network. LACMTA identified four key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-23.

Table 3-23: MTA Identified Gaps in the Santa Clarita Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
30	Old Road	Los Angeles County	Located along Old Road adjacent to Golden State Freeway. Connection between Valencia, Santa Clarita and San Fernando Road MetroLink right-of-way bike path in the San Fernando Valley	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
31	Route 126	Los Angeles County	Connection between Santa Clarita and the Ventura County Line	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
49	Castaic/San Francisquito Creek	Santa Clarita/Los Angeles County	Connection between Santa Clarita and Castaic Lake along Castaic Creek, San Francisquito Creek, and the Golden State Freeway	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
50	Sierra Highway	Santa Clarita/Los Angeles County	Connection between the Old Road and Soledad Canyon Bike Path	May require shoulder improvements and road widening in some places to create Class II or III bikeway.

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Providing connections to the City of Santa Clarita, which the unincorporated area surrounds completely, is an essential consideration for improving the bicycling connectivity in the unincorporated portions of the Santa Clarita Valley Planning Area. The City of Santa Clarita also has three MetroLink Stations and an extensive bike path system along its rivers. Opportunities exist to extend the bike path system through to the unincorporated area along the Santa Clara River and Castaic Creek.

According to the California Highway Patrol SWITRS data, 38 bicycle collisions were reported within unincorporated Santa Clarita Valley between 2004 and 2009. Of these 38 instances, four occurred at the intersection of Sierra Highway and Sandy Drive, which is the greatest number of crashes at a single location in the planning area.

3.7.2 Proposed Network

Table 3-24 presents the proposed bicycle network mileage by classification type within the Santa Clarita Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to

implementation, public comment, and a host of other criteria. As shown, the proposed network would add approximately 158 miles to the existing 3.3 miles of bicycle facility across the unincorporated parts of the planning area—including 108 miles of proposed Class III. A vast majority of the 108 miles of Class III bikeways are proposed along the shoulders of rural roadways. The shoulders of rural Class III bikeways provide the same physical separation as bike lanes do, while maintaining the legality of the shoulder as space for emergency vehicle stops. Class IIIs on shoulders do not require curb and gutter, which helps preserve the rural characteristic of the roadway.

Table 3-24: Santa Clarita Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	16.5	10.4%
Class II – Bicycle Lane	33.4	21.1%
Class III – Bicycle Route	108.5	68.5%
Total	158.4	100%

Table 3-25 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-25 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Santa Clarita Valley Planning Area. Figure 3-26 displays a closer view of the proposed bicycle facilities for the Castaic neighborhood.

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Pico Canyon Road	Whispering Oaks Drive	The Old Road	Stevenson Ranch	2	1.2	5	115
2	Sierra Highway ^{A, B}	0.3 miles south of Ryan Lane	Pearblossom Highway	Forest Park, Agua Dulce,, Acton	3	24.3	5	105
3	Stevenson Ranch Parkway	Poe Parkway	Pico Canyon Road	Stevenson Ranch	2	0.2	5	100
4	Old Road	Weldon Canyon Road	Sierra Highway	Castaic	2	1.2	5	100
5	San Francisquito Creek Trail	Copper Hill	San Francisquito Canyon Road	Green Valley	1	0.6	5	95
6	Hillcrest Parkway	Sloan Canyon Road	The Old Road	Castaic	2	2.0	5	90
7	Magic Mountain Parkway ^A	0.4 miles west of The Old Road	The Old Road	Santa Clarita Valley Planning Area	2	0.5	5	90

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	The Old Road ^{A, B}	Sloan Canyon Road	Weldon Canyon Road	Castaic and City of Santa Clarita ^C	2	13.4	5	90
9	Castaic Road	Lake Hughes Road	Parker Road	Castaic	3	0.5	5	80
10	Sloan Canyon Road	Quail Valley Road	Lake Hughes Road	Castaic	2	0.8	5	80
11	Jakes Way	Canyon Park Boulevard	Eleanor Circle	Santa Clarita Valley Planning Area	2	1.0	5	80
12	Escondido Canyon Road	Agua Dulce Canyon	Red Rover Mine	Forest Park, Agua Dulce	3	6.9	5	80
13	Pulm Canyon Road	Via Joice Drive	Ashboro Drive	Bouquet Canyon, Leona Valley, Antelope Valley Planning Area	2	1.7	5	75
14	Bouquet Canyon Road ^B	Hob Court	Elizabeth Lake Road	Bouquet Canyon, Leona Valley, Antelope Valley Planning Area	3	19.8	5	75
15	Soledad Canyon Road ^A	Mammoth Lane	Sierra Highway	Lang, Soledad-Sulphur Springs, Alpine, Acton and City of Santa Clarita ^C	3	17.5	5	75
16	Parker Road/ Ridge Route Road	Sloan Canyon Road	Lake Hughes Road	Castaic	2	1.2	5	70
17	Lost Canyon Road	Via Princessa Road	Canyon Park Boulevard	Fair Oaks Ranch	2	0.5	5	70
18	Agua Dulce Canyon Road ^A	Sierra Highway	Soledad Canyon Road	Agua Dulce, Alpine	3	6.5	5	70
19	Santa Clara River Proposed Bicycle Path ^{B, D}	Ventura County limit	McBean Parkway	Santa Clarita Valley Planning Area, City of Santa Clarita	1	10.2	5	70
20	Oak Springs Canyon Road Proposed Bicycle Path ^D	Soledad Canyon Road	Lost Canyon Road	City of Santa Clarita	1	0.2	5	65
21	Via Princessa Road ^C	Sierra Highway	Lost Canyon Road	Fair Oaks Ranch and City of Santa Clarita	2	0.8	5	65
22	Canyon Park Boulevard	Sierra Highway	Lost Canyon Road	Santa Clarita Valley Planning Area	2	0.8	5	60
23	Henry Mayo Drive ^A	Commerce Center Drive	The Old Road	Santa Clarita Valley Planning Area	2	0.8	5	60

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
24	Vasquez Canyon Road	Bouquet Canyon Road	Sierra Highway	Bouquet Canyon, Forest Park	2	3.6	5	60
25	Castaic Creek Proposed Bicycle Path ^D	Lake Hughes Road	Henry Mayo Drive	Santa Clarita Valley Planning Area	1	5.5	5	60
26	Davenport Road ^A	Sierra Highway	Agua Dulce Canyon Road	Agua Dulce	2	3.7	5	55
27	Lake Hughes Road	Sloan Canyon Road	Elizabeth Lake Road	Castaic, Lake Hughes, Antelope Valley Planning Area	3	23.0	5	55
28	Sand Canyon Road	Sierra Highway	Vista Point Lane	Forrest Park and City of Santa Clarita ^C	3	1.0	5	50
29	Hasley Canyon Road/ Del Valle Road/ Hunstock Street/ Chiquito Canyon Road	Sloan Canyon Road	Henry Mayo Drive	Val Verde	3	4.0	5	50
30	Placerita Canyon Road	Sierra Highway	Sand Canyon Road	Santa Clarita Valley Planning Area and City of Santa Clarita ^C	3	5.0	5	45

Total Mileage**158.4**^A Proposed segment has been identified as a roadway widening project in the Santa Clarita Valley One Valley One Vision Plan^B Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^C Part of project traverses through or along boundary of incorporated city^D Alignment of bicycle path is conceptual and does not represent alignment at implementation phase

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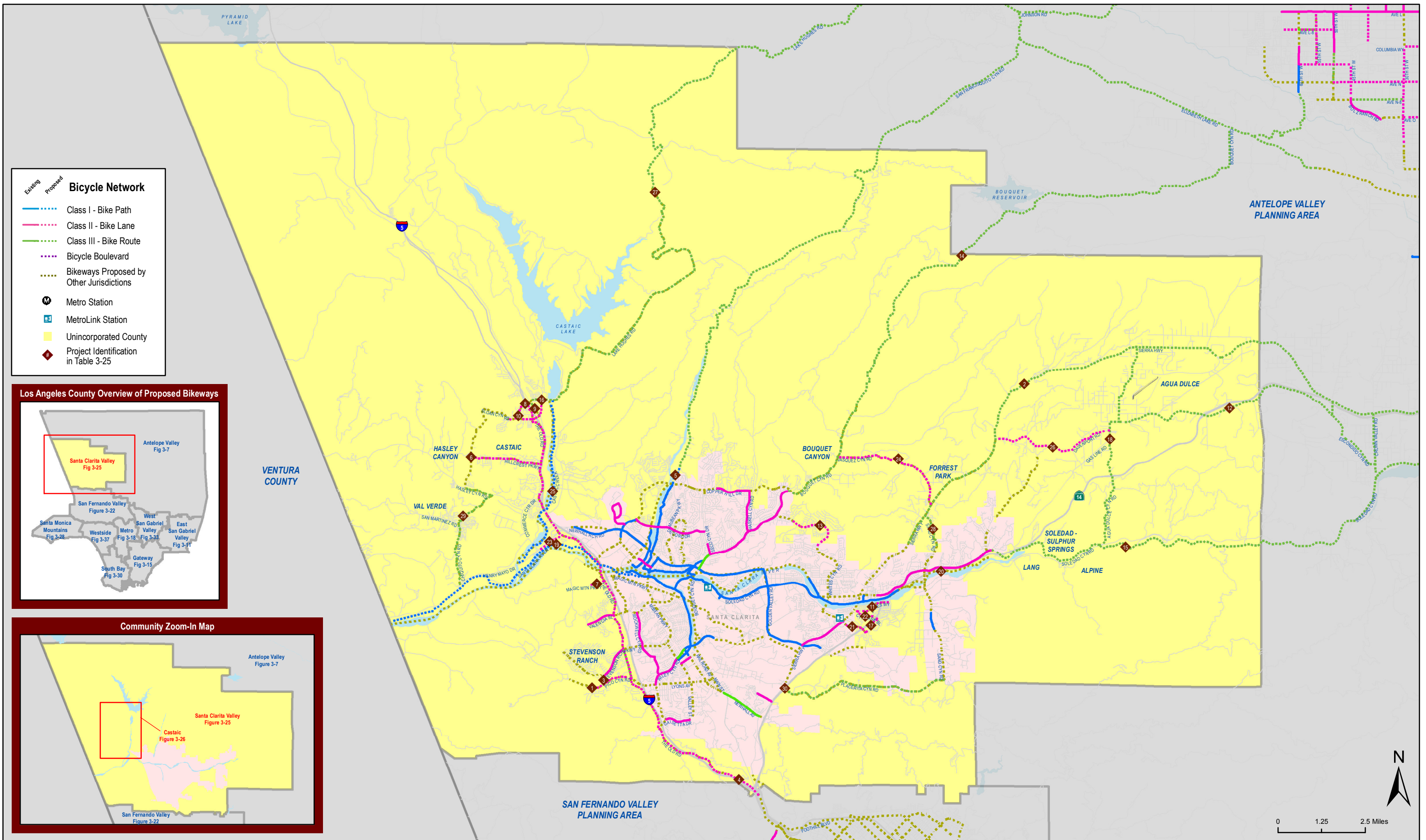


Figure 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

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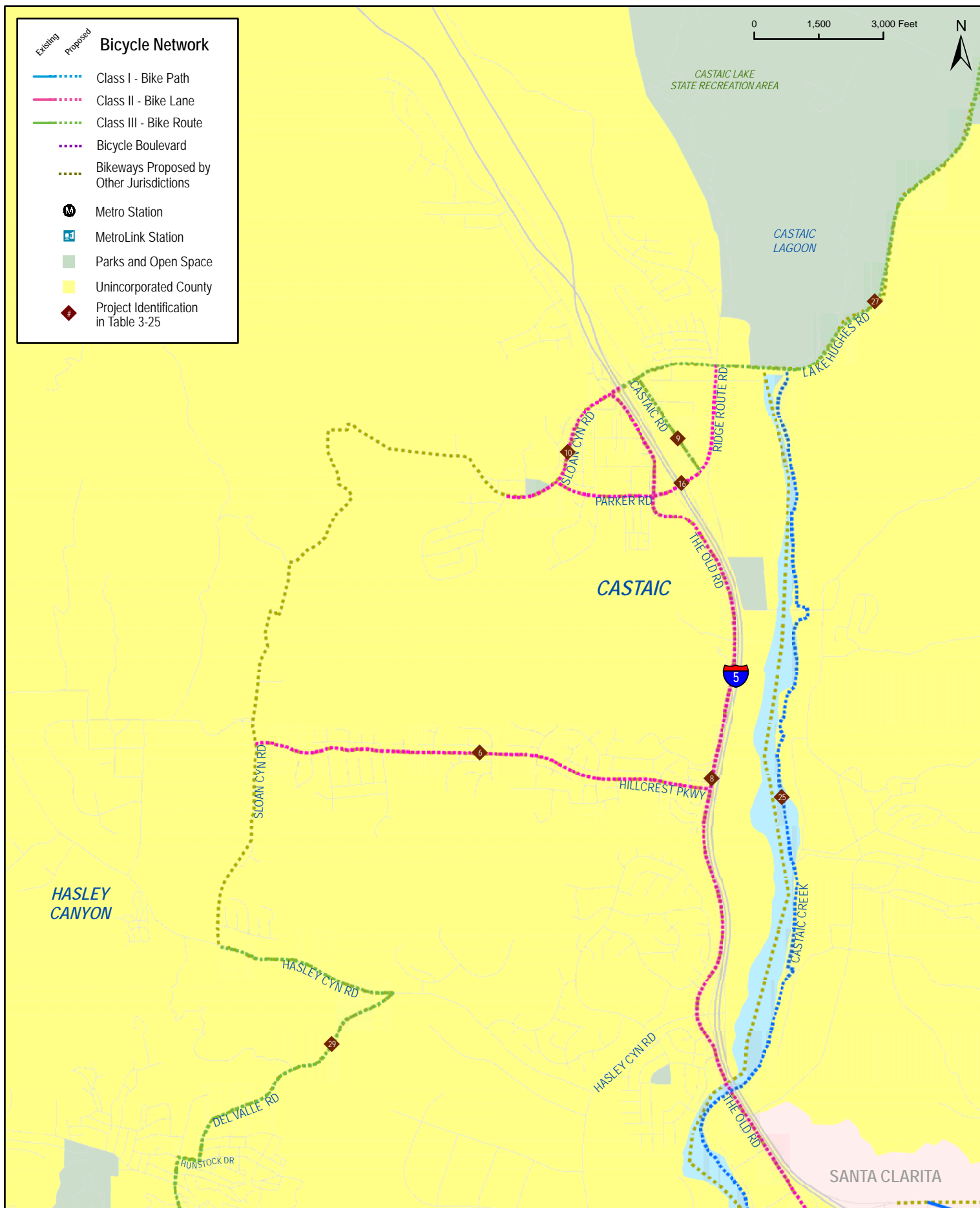


Figure 3-26: Castaic Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 10/13/11

3.8 Santa Monica Mountains Planning Area

The Santa Monica Mountains Planning Area is located in a biologically diverse and sensitive mountainous area of western County of Los Angeles. The planning area borders Ventura County, San Fernando Valley Planning Area, and Westside Planning Area. Along the northern portion of the planning area are several incorporated cities: Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. Along the coastal portion of the planning area to the south is the City of Malibu. The Santa Monica Mountains National Recreational Area encompasses a vast area of the mountain range. The remaining 113 approximate square miles of unincorporated areas are comprised of the Santa Monica Mountains Coastal Zone and Santa Monica Mountains North Area.

In 2010, approximately 22,000 people resided within the unincorporated parts of Santa Monica Mountains Planning Area.³⁰ Multi-agency conservation-based planning efforts have helped maintain a low population density throughout the planning area. The Santa Monica Mountains Planning Area land uses are predominately open space, park, and rural residential. There are also discrete pockets of single-family residential and commercial areas dispersed throughout the planning area. Figure D-7 in Appendix D displays the planning area’s location and land uses.

3.8.1 Existing Bicycling Conditions

There is one existing County-maintained Class II bikeway of 0.5 miles within the unincorporated Santa Monica Mountains Planning Area. Table 3-26 summarizes the location and extent of this facility.

Table 3-26: Santa Monica Mountains Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Santa Monica Mountains North Area	Agoura Road	Liberty Canyon Road	0.1 miles west of Malibu Hills Road	2	0.5
				Total	0.5

**County-maintained bikeways only*

Figure 3-27 shows the existing bicycle facilities along with bicycle collision locations in the Santa Monica Mountains Planning Area.

The LACMTA identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-27.

³⁰ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-27: MTA Identified Gaps in the Santa Monica Mountains Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
28	Beach	Los Angeles County	Northern extension of South Bay Beach Bike Path through Malibu	Requires feasibility study

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Opportunities to expand the existing bicycle network include creating connections to recreational areas and between residential and commercial pockets. There is no mass transit servicing the planning area, which limits multimodal trip-taking potential.

According to the California Highway Patrol SWITRS data, a total of 31 bicycle collisions were reported in the Santa Monica Mountains/Coastal Planning Area between 2004 through 2009. Twelve of these collisions occurred in the Santa Monica Mountains North Area, with four crashes reported at the intersection of Kanan Road and Mulholland Highway. Nineteen took place within the Malibu Coastal Zone, four of which occurred at the Mulholland Highway and Pacific Coast Highway intersection.

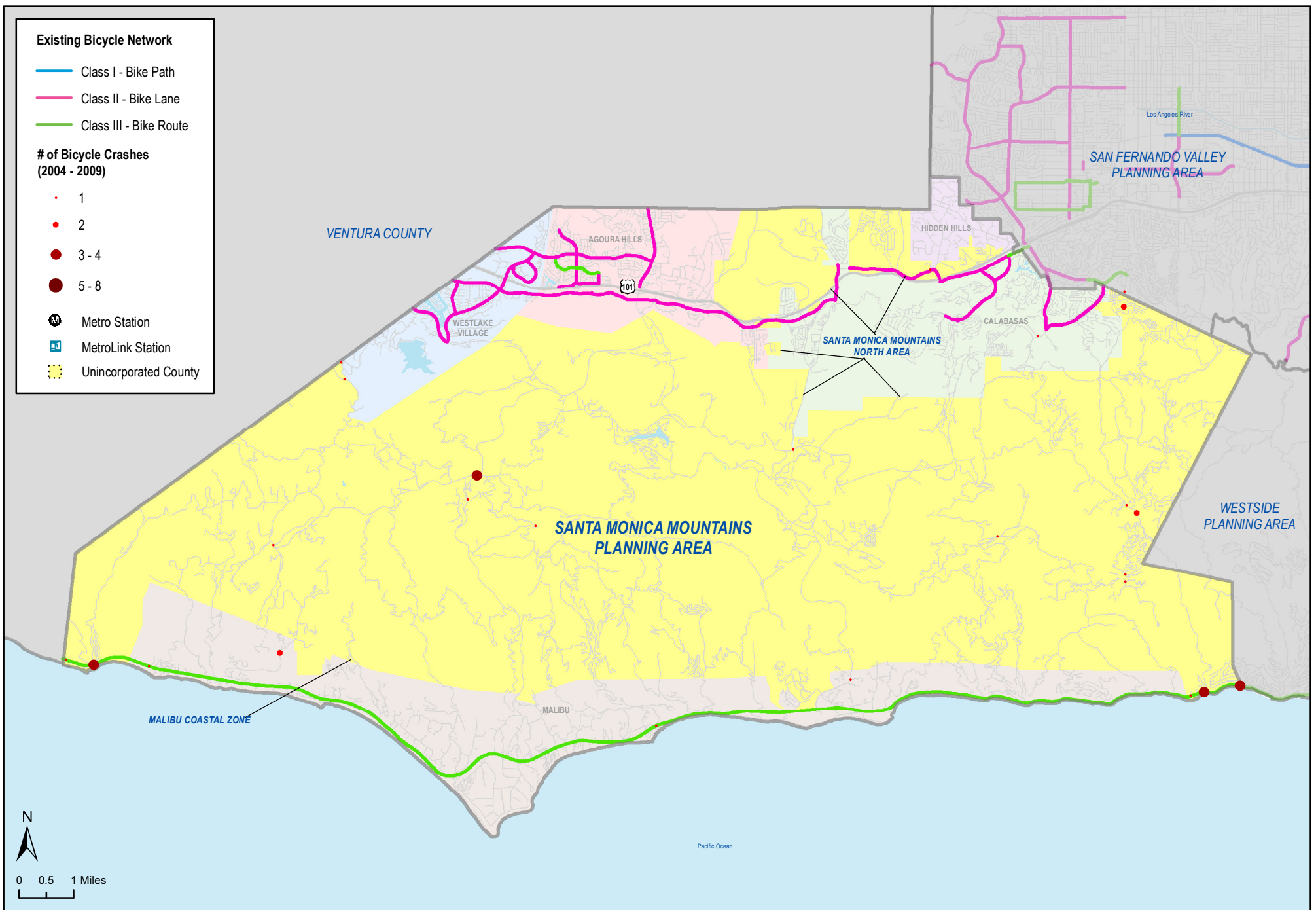


Figure 3-27: Santa Monica Mountains Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.8.2 Proposed Network

Table 3-28 summarizes the proposed bicycle network mileage by classification type within the Santa Monica Mountains Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 96 miles of facility across the planning area to bolster the 0.5 existing miles of bicycle facility within the unincorporated communities.

Table 3-29 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area. Figure 3-28 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops in the Santa Monica Mountains planning area.

Table 3-28: Santa Monica Mountains Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class II – Bicycle Lane	1.8	2%
Class III – Bicycle Route	93.8	98%
Total	95.6	100%

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Las Virgenes Road/ Malibu Canyon Road	0.1 miles south of Lost Hills Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Calabasas and Malibu ^A	3	7.9	3	110
2	Mureau Road	0.2 miles west of Las Virgenes Road	Calabasas Road	Santa Monica Mountains North Area	2	1.8	3	105
3	Lake Vista Drive	Mulholland Highway	Mulholland Highway	Malibu Coastal Zone	3	1.4	3	90
4	Mulholland Highway	Decker Canyon Road	Pacific Coast Highway	Malibu Coastal Zone	3	7.5	3	85
5	Corral Canyon Road	Mesa Peak Road	Pacific Coast Highway	Santa Monica Mountains and City of Malibu ^A	3	7.7	3	80
6	Latigo Canyon Road	Mulholland Highway	Pacific Coast Highway	Santa Monica Mountains and City of Malibu ^A	3	10.6	3	80
7	Tuna Canyon Road	Fernwood Pacific Drive	Pacific Coast Highway	Santa Monica Mountains North Area and City of Malibu ^A	3	5.4	3	80

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Old Topanga Canyon Road	Valdez Road	Topanga Canyon Boulevard	Santa Monica Mountains North Area, Malibu	3	4.8	3	80
	Topanga Canyon Boulevard ^B	Old Topanga Canyon Road	Pacific Coast Highway	Coastal Zone and City of Los Angeles ^A	3	4.3	3	
9	Decker Canyon Road ^B / Lechusa Road/ Encinal Canyon Road	Mulholland Highway	Pacific Coast Highway	Malibu Coastal Zone and City of Malibu ^A	3	5.9	3	75
10	Cornell Road	Kanan Road	Mulholland Highway	Santa Monica Mountains North Area and City of Agoura Hills ^A	3	2.3	3	65
11	Kanan Road/ Kanan Dume Road	Agoura Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Agoura Hills and Malibu ^A	3	12.1	3	60
12	Fernwood Pacific Drive	Topanga Canyon Boulevard	Tuna Canyon Road	Santa Monica Mountains North Area	3	1.7	3	55
13	Decker Canyon Road ^B / Encinal Canyon Road/ Mulholland Highway	Pacific Coast Highway	0.5 miles north of Lyndon Drive	Malibu Coastal Zone and City of Malibu ^A	3	22.2	3	45
Total Mileage						95.6		

^A Part of project traverses through or along boundary of incorporated city^B Proposed facility is along a Caltrans-maintained roadway

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3.9 South Bay Planning Area

The South Bay Planning Area is located in the southwestern-most portion of Los Angeles County. Approximately 78,000 people resided within the unincorporated parts of the South Bay Planning Area in 2010.³¹ The planning area unincorporated communities include Alondra Park, Hawthorne Island, Del Aire, Lennox, Westfield, La Rambla, and West Carson.

These relatively dense communities host a broad spectrum of land uses including residential, commercial, office, education, industrial, open space, and recreational. Figure D-8 in Appendix D displays the South Bay Planning Area's current land use patterns.

3.9.1 Existing Bicycling Conditions

The South Bay Planning Area contains 10.5 miles of County-maintained bicycle facilities. Table 3-30 presents the location, classification, and mileage of existing bikeways within the communities. Figure 3-29 illustrates the existing bicycle facilities of the planning area and regionally significant transit stations in the area, as well as bicycle collision sites within the unincorporated communities reported from 2004 through 2009.

Table 3-30: South Bay Planning Area Existing Bicycle Facilities

Community	Segment	From	To	Class	Mileage
Alondra Park, Cities of Gardena and Hawthorne	Laguna Dominguez Bicycle Path	120 th Street	Redondo Beach Boulevard	1	3.2
Cities of El Segundo, Hermosa Beach and Manhattan Beach	Marvin Braude Bicycle Path	Grand Avenue	35 th Street	1	2.9
Cities of Redondo Beach and Torrance	Marvin Braude Bicycle Path	Coral Way	Via Riviera	1	2.0
City of Los Angeles	Dominguez Channel Bicycle Path	Vermont Avenue	190 th Street	1	0.8
West Carson	Normandie Avenue	Sepulveda Boulevard	Lomita Boulevard	2	1.1
City of Carson	Dominguez Channel Bicycle Path	190 th Street	Main Street	1	0.5
				Total	10.5

**County-maintained bikeways only*

The LACMTA identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-31.

³¹ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-31: MTA Identified Gaps in the South Bay Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
39	Beach	Los Angeles	Southern extension of beach	Route not identified
		County / Palos	bikeway, connector to Palos	
		Verdes Estates	Verdes Dr. path	

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

There are opportunities to facilitate multi-modal trip-making in the unincorporated communities of Lennox and Del Aire by linking the nearby Metro transit stations servicing the neighborhood with bicycle facilities. Opportunities also exist to provide connections to El Camino College and UCLA Harbor Medical Center, two key land uses in the unincorporated South Bay Planning Area, as well as employment centers in neighboring Torrance and El Segundo. As islands dispersed between incorporated cities, developing a cohesive bicycle network for the unincorporated communities of the South Bay Planning Area will be difficult without additional bicycle connections being provided by neighboring cities. While neighboring cities of Torrance and Gardena have developed bikeways, most neighboring cities have yet to begin developing comprehensive bicycle networks. The Dominguez Channel provides an excellent opportunity to create a continuous bicycle path system from the City of Hawthorne to downtown Long Beach if it were to connect with the existing Laguna Dominguez bicycle path to the north and the existing Los Angeles River bicycle path to the south.

According to the California Highway Patrol SWITRS data, a total of 109 bicycle collisions were reported within the unincorporated communities of South Bay Planning Area between 2004 and 2009, 41 of which occurred in West Carson.

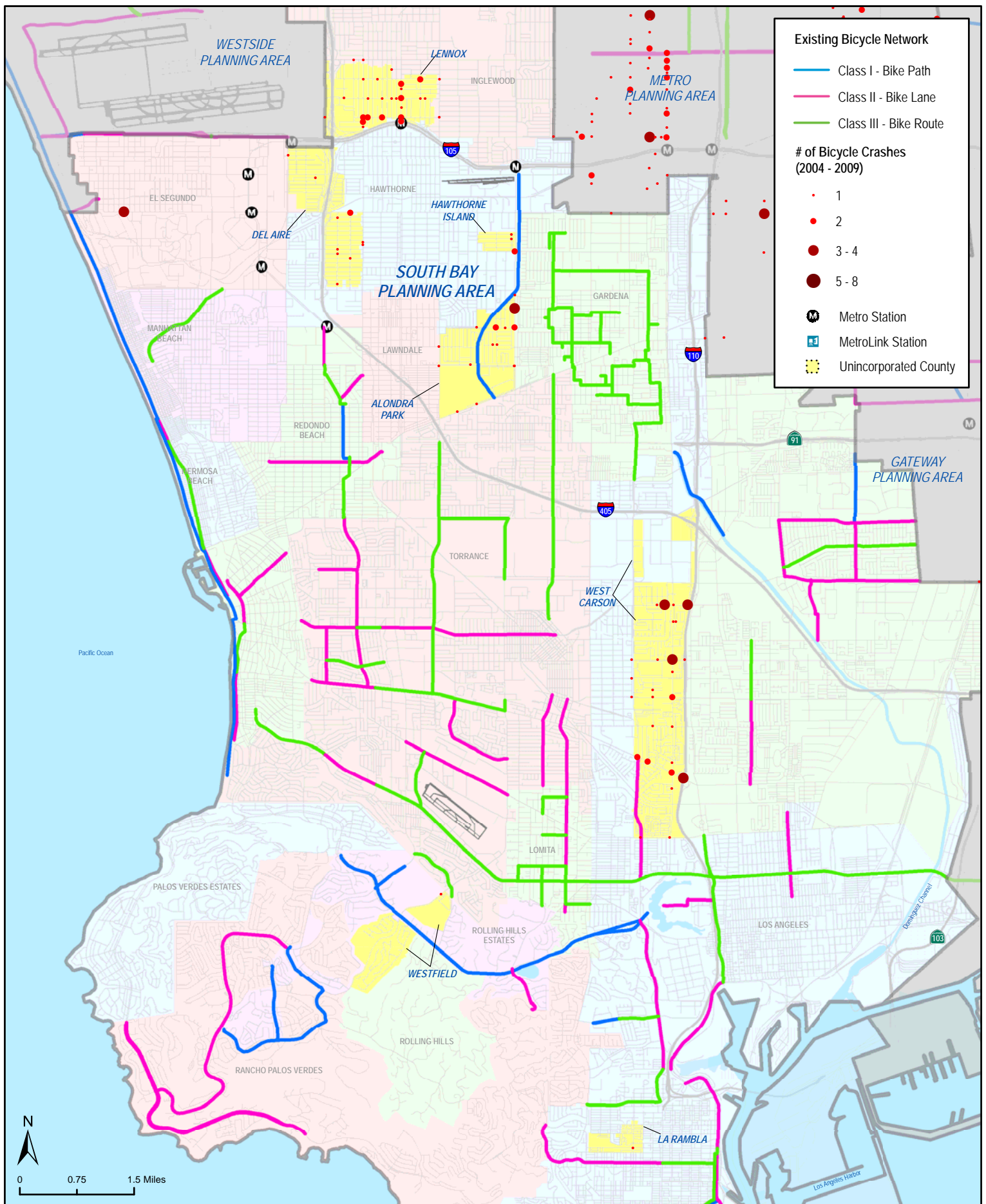


Figure 3-29: South Bay Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.9.2 Proposed Network

Table 3-32 summarizes the proposed bicycle network mileage by classification type within the South Bay Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would add 34.5 miles of bicycle facility to the 10 miles already maintained by the County. Table 3-33 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-30 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops within the South Bay Planning Area. Figure 3-31 provides a more focused view of the proposed bicycle network within the communities comprising the northern and central portion of the planning area: Alondra Park, Del Aire, Hawthorne Island, and Lennox.

Table 3-32: South Bay Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	9.2	26.7%
Class II – Bicycle Lane	14.8	42.9%
Class III – Bicycle Route	9.6	27.8%
Bicycle Boulevard	0.9	2.6%
Total	34.5	100%

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Hawthorne Boulevard	104 th Street	111 th Street	Lennox	2	0.6	2	145
2	Redondo Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Torrance ^A	2	1.1	2	145
3	111 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	130
4	Manhattan Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park	2	1.0	2	125
5	104 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	120
6	Marine Avenue	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Hawthorne ^A	3	0.9	2	120

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
7	Normandie Avenue	225 th Street	Sepulveda Boulevard	West Carson	2	0.6	2	115
8	Lennox Boulevard	Felton Avenue	Osage Avenue	Lennox	3	1.1	2	110
9	Freeman Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	105
10	South Lemoli Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
11	Doty Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
12	Aviation Boulevard	Imperial Highway	154 th Street	Del Aire and City El Segundo ^A	2	0.7	2, 4	105
13	Dominguez Channel Proposed Bicycle Path	Redondo Beach Boulevard	Pacific Coast Highway	City of Torrance, City of Gardena	1	2.8	2, 4	105
14	Buford Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	100
15	Isis Avenue	116 th Street	El Segundo Boulevard	Del Aire and City of El Segundo ^A	3	0.9	2, 4	100
16	223 rd Street	Normandie Avenue	Interstate 110	West Carson	2	0.7	2	100
17	220 th Street	Normandie Avenue	Vermont Avenue	West Carson	3	0.5	2	90
18	Del Amo Boulevard	Normandie Avenue	Interstate 110	West Carson and City of Los Angeles ^A	2	0.8	2, 4	90
19	Imperial Highway	La Cienega Boulevard	Inglewood Avenue	Lennox and Cities of Hawthorne and Los Angeles ^A	2	0.5	2	90
20	Crenshaw Boulevard	Palos Verdes Drive	Indian Peak Road	Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates ^A	2	1.6	4	90
21	Prairie Avenue	Redondo Beach Boulevard	South Marine Avenue	Alondra Park	2	1.2	2	85
22	Lomita Boulevard	Frampton Avenue	Vermont Avenue	West Carson and City of Los Angeles ^A	2	0.5	2	85
23	El Segundo Boulevard	Isis Avenue	Inglewood Avenue	Del Aire and City of Hawthorne ^A	2	0.8	2	85

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
24	120 th Street	Aviation Boulevard	Inglewood Avenue	Del Aire and City of Hawthorne ^A	3	1.0	2	80
25	Vermont Avenue	190 th Street	Lomita Boulevard	West Carson and City of Los Angeles ^A	2	3.7	2, 4	80
26	Inglewood Avenue	Century Boulevard	Imperial Highway	Lennox and Cities of Hawthorne and Inglewood ^A	3	1.0	2	75
27	La Cienega Boulevard	Imperial Highway	El Segundo Boulevard	Del Aire and City of Los Angeles ^A	2	1.0	2, 4	75
28	Dominguez Creek Proposed Bicycle Path	Main Street	Pacific Coast Highway	City of Los Angeles	1	6.4	2, 4	75
29	223 rd Street	Harbor Fwy	Vermont Avenue	West Carson	2	0.2	4	65
30	West 7 th Street	South Weymouth Avenue	South Cabrillo Avenue	City of Los Angeles ^A	BB	0.9	4	60

Total Mileage**34.5**^A Part of project traverses through or along boundary of incorporated city

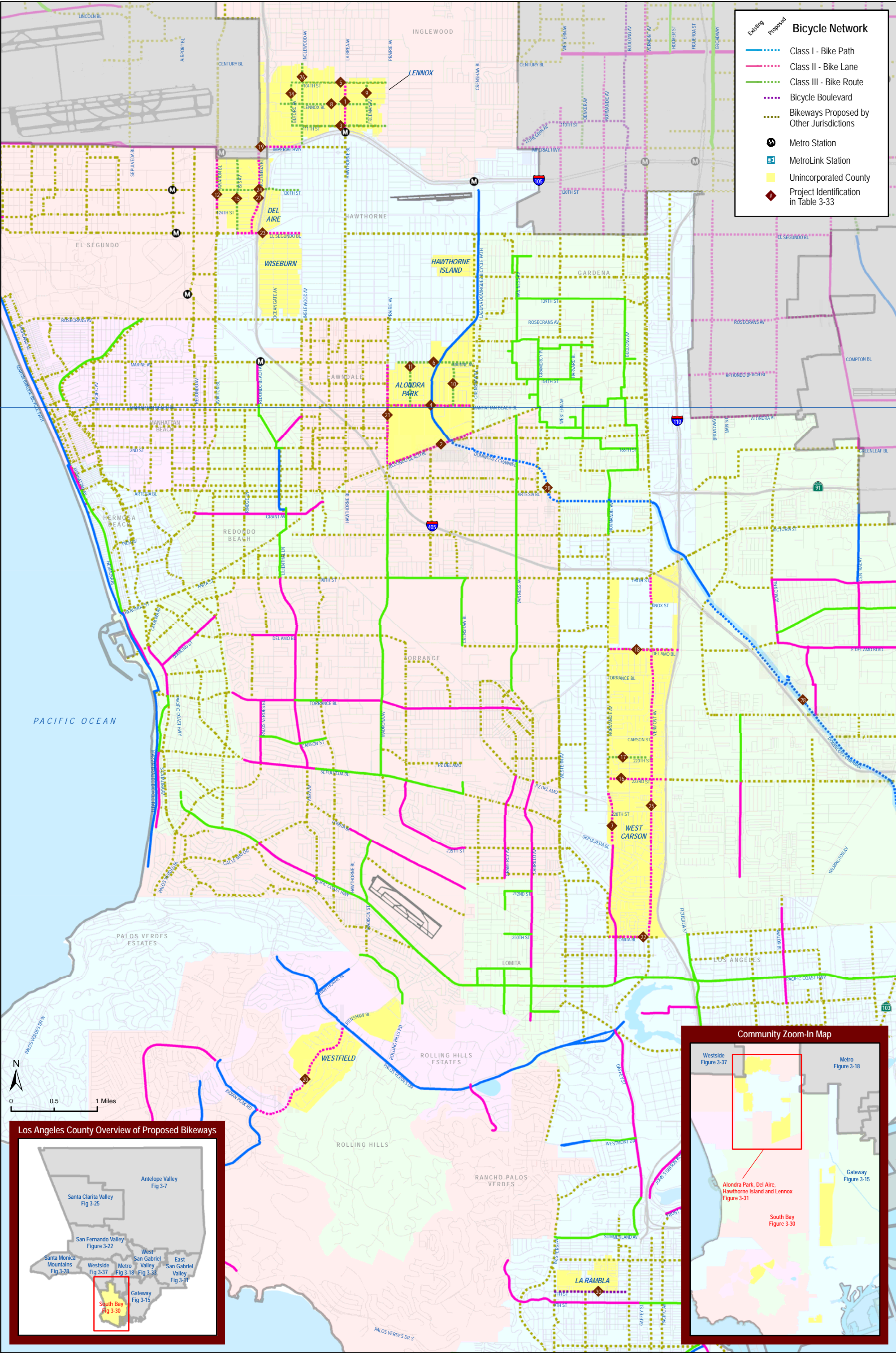


Figure 3-30: South Bay Planning Area Proposed Bicycle Facilities

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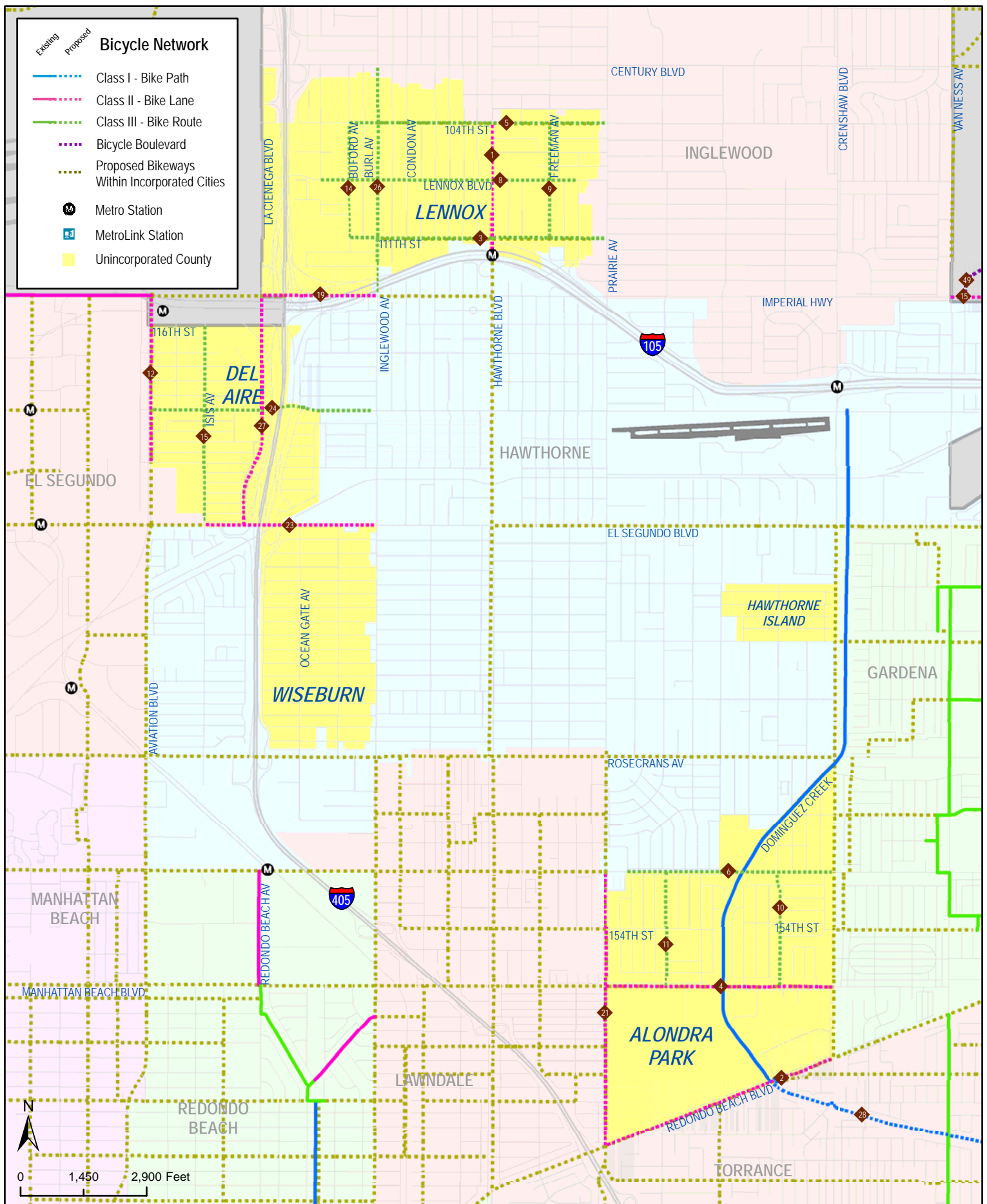


Figure 3-31: Alondra Park, Del Aire, Hawthorne Island and Lennox Recommended Bicycle Facilities

3.10 West San Gabriel Valley Planning Area

The West San Gabriel Valley Planning Area is comprised of a cluster of communities located east of downtown Los Angeles and intermingled with numerous cities, including Pasadena, South Pasadena, Monterey Park, and El Monte. Approximately 118,000 people resided within the unincorporated parts of the West San Gabriel Valley in 2010.³² The planning area communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Islands, and Whittier Narrows.

The San Gabriel Valley has undergone dramatic population and demographic shifts over the last 30 years. Previously a bedroom community, it now hosts employment centers and major regional transit access. Mixed-use infill and transit-oriented development are planned for East Pasadena and it is envisioned as a model for unincorporated communities in this area. Figure D-9 in Appendix D shows the West San Gabriel Valley Planning Area's current land use patterns, which are predominately single-family residential.

3.10.1 Existing Bicycle Conditions

The unincorporated parts of West San Gabriel Valley Planning Area currently contain 25.9 miles of existing bikeways, including 23 miles of Class I bicycle path. Table 3-34 summarizes the location, classification, and mileage of existing bikeways.

Figure 3-32 displays the existing bicycle network along with mass transit stations and bicycle collision sites³³ in the West San Gabriel Valley Planning Area.

There are multiple Metro and MetroLink Stations in the planning area that provide residents and commuters with the option to take multimodal trips. Altadena, East Pasadena-East San Gabriel, and San Pasqual also have Metro Gold Line stations nearby. The South Monrovia Islands and Whittier Narrows have connections to the El Monte MetroLink station and the El Monte Bus Terminal via the Rio Hondo bike path.

Numerous opportunities exist to expand the existing bicycle network and, therefore, improve bicycle-transit integration and access to commercial, recreational, and other key destinations. The unincorporated communities of Altadena, East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands have excellent opportunities to enhance their bicycling mobility by developing facilities that tie in to the relatively dense bicycle networks of adjacent cities of Pasadena and Arcadia.

According to the California Highway Patrol SWITRS data, a total of 87 bicycle collisions were reported in the West San Gabriel Valley Planning Area from 2004 through 2009, 40 of which occurred in Altadena.

³² 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

³³ Bicycle collision locations displayed for unincorporated county only.

Table 3-34: West San Gabriel Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Altadena	Allen Avenue	New York Drive	Washington Boulevard	3	0.7
Altadena	Elizabeth Street	Oxford Avenue	Allen Avenue	3	0.2
Cities of Arcadia and El Monte	Santa Anita Wash Bicycle Path	Live Oak Avenue	Rio Hondo Bicycle Path	1	1.0
Cities of Arcadia, El Monte, Rosemead and South El Monte, and Whittier Narrows	Upper Rio Hondo Bicycle Path	Rio Hondo Parkway	San Gabriel Boulevard	1	6.9
City of Irwindale	San Gabriel River Bicycle Path	Huntington Drive	Ramona Boulevard	1	8.2
City of Montebello and Whittier Narrows	Rio Hondo Bicycle Path	San Gabriel Boulevard	0.2 miles north of Washington Boulevard	1	3.7
East Pasadena-East San Gabriel	Madre Street	Del Mar Boulevard	Green Street	3	0.2
East Pasadena-East San Gabriel	Madre Street	Thorndale Road	San Pasqual Street	3	0.2
East Pasadena-East San Gabriel	San Pasqual Street	0.1 miles west of Oneida Drive	Madre Street	3	0.1
San Pasqual	San Pasqual Street	Berkeley Avenue	San Gabriel Boulevard	3	0.9
San Pasqual	Sierra Madre Boulevard	0.1 miles south of Del Mar Boulevard	0.1 miles north of California Boulevard	3	0.3
Whittier Narrows	Rio Hondo-San Gabriel River Connector	Upper Rio Hondo Bicycle Path	San Gabriel River Bicycle Path	1	1.0
Whittier Narrows	San Gabriel River Bicycle Path	0.1 miles south of Fineview Street	0.2 miles south of Siphon Road	1	2.5
				Total	25.9

*County-maintained bikeways only

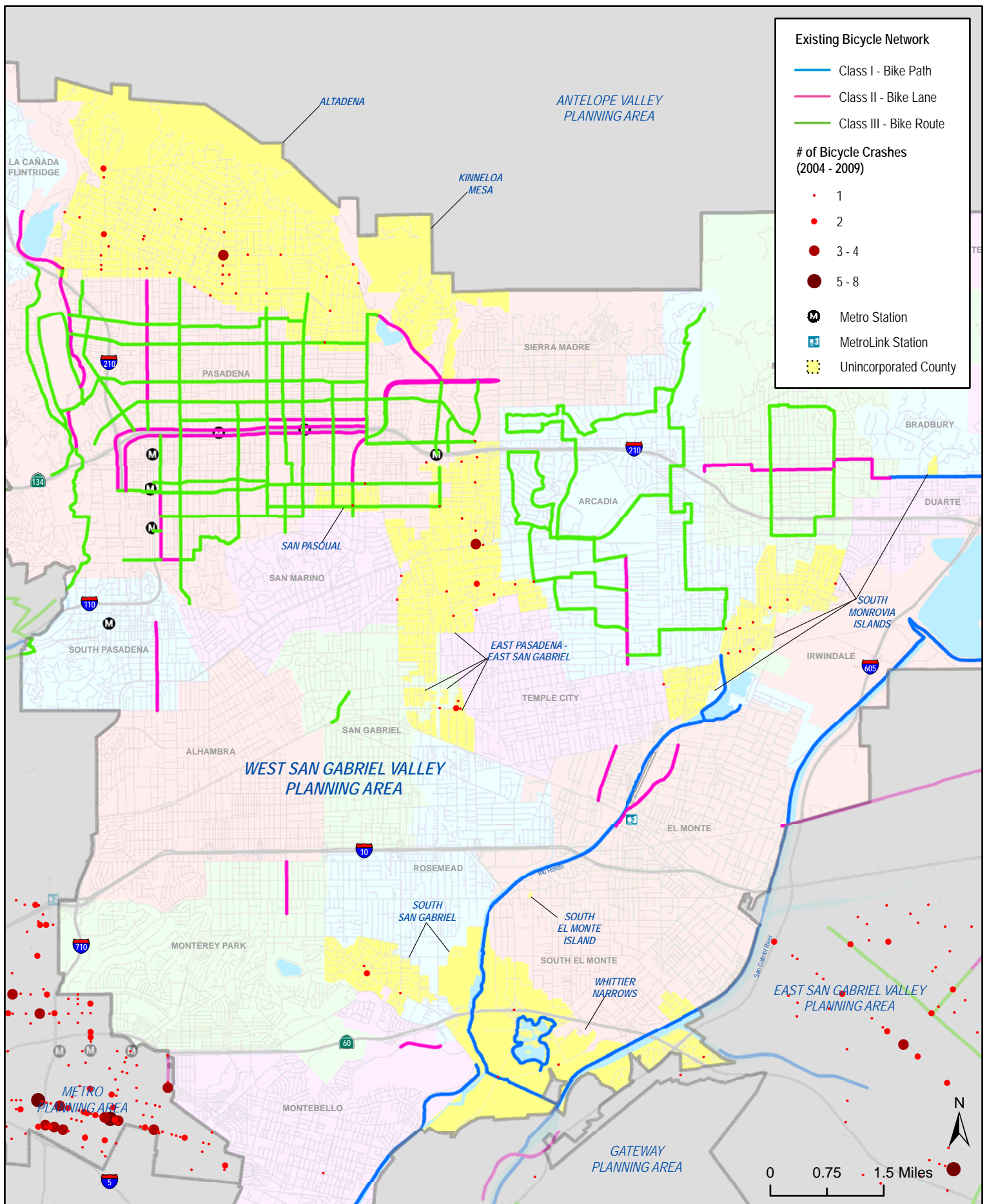


Figure 3-32: West San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.10.2 Proposed Network

Table 3-35 summarizes the proposed bicycle network mileage by classification type within the West San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide 66 miles of facility across the planning area. Under current conditions, unincorporated West San Gabriel Valley contains nearly 26 miles of bicycle facility.

Table 3-36 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-33 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the West San Gabriel Valley Planning Area. Figure 3-34 provides a more detailed view of the proposed bicycle network within the Altadena and Kinneloa Mesa communities. Figure 3-35 provides a closer view of the proposed bicycle network within the communities of East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands.

Table 3-35: West San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	9.1	13.9%
Class II – Bicycle Lane	17.1	26.0%
Class III – Bicycle Route	34.3	52.2%
Bicycle Boulevard	5.2	7.9%
Total	65.7	100%

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Madre Street/ Muscatel Avenue	San Pasqual Street	Longden Avenue	East Pasadena-East San Gabriel	3	1.7	5	145
2	Del Mar Boulevard	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel and City of Pasadena ^A	3	0.5	5	145
3	Allen Avenue	Altadena Drive	New York Drive	Altadena	3	1.5	5	130

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
4	Eaton Wash Channel Proposed Bicycle Path ⁸	New York Drive	E. Foothill Boulevard	East Pasadena-East San Gabriel, City of Pasadena, City of Temple City, City of San Gabriel, City of Rosemead, City of El Monte	1	1.7	1, 5	125
		E. Foothill Boulevard	Del Mar Boulevard		3	0.6		
		Del Mar Boulevard	Rio Hondo Bicycle Path		1	6.0		
5	Longden Avenue	8 th Avenue	Peck Road	South Monrovia Islands	3	0.7	5	115
6	Holliston Avenue	Altadena Drive	Lexington Street	Altadena and City of Pasadena ^A	3	1.1	5	115
7	Daines Drive/ 9 th Avenue/ Lynd Avenue	Santa Anita Avenue	Mayflower Avenue	South Monrovia Islands and City of Arcadia ^A	3	1.3	5	110
8	Lake Avenue	Loma Alta Drive	Atchison Street	Altadena and City of Pasadena	3	1.9	5	110
9	Santa Anita Wash Proposed Bicycle Path	Longden Avenue	Live Oak Avenue	South Monrovia Islands	1	0.3	5	100
10	Huntington Drive	San Gabriel Boulevard	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.4	5	105
11	Sierra Madre Villa Avenue/ Madre Street	Interstate 210	Green Street	East Pasadena-East San Gabriel and City of Pasadena ^A	3	0.2	5	105
12	Colorado Boulevard	Kinneloa Avenue (Eaton Wash Channel Proposed Bicycle Path)	Michillinda Avenue	East Pasadena-East San Gabriel and City of Pasadena	2	1.1	5	100
13	Woodbury Road	Windsor Avenue	Santa Rosa Avenue	Altadena and City of Pasadena ^A	2	1.7	5	95
	Woodbury Road	Santa Rosa Avenue	Lake Avenue		3	0.5		
14	Foss Avenue/ Center Street	Longden Avenue	Daines Drive	South Monrovia Islands	3	0.6	5	95
15	California Avenue	Hurstview Avenue	Novice Lane	South Monrovia Islands and City of Monrovia ^A	3	0.9	5	95
16	Pepper Drive	Glen Canyon Road	Washington Boulevard	Altadena	3	0.9	5	95
17	Altadena Drive	Allen Avenue	Canyon Close Road	Altadena	3	1.0	5	95

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
18	Ardendale Avenue/ Oak Avenue/ Naomi Avenue	0.2 miles west of Muscatel Avenue (Eaton Wash Channel Proposed Bicycle Path)	Golden West Avenue	East Pasadena-East San Gabriel	3	1.4	5	95
19	Glenrose Avenue	Loma Alta Drive	Woodbury Road	Altadena	3	1.5	5	95
20	New York Drive	Lake Avenue	0.1 miles east of Creskide Court	Altadena	3	2.2	5	95
21	Altadena Drive	Crestford Drive	Allen Avenue	Altadena and City of Pasadena ^A	3	3.1	5	95
22	Lincoln Avenue	Loma Alta Drive	Altadena Drive	Altadena	3	0.2	5	95
	Lincoln Avenue	Altadena Drive	Woodbury Road		2	1.1		
23	Ventura/ Calaveras/Mendocino	Windsor Avenue	Allen Avenue	Altadena	BB	3.6	5	95
24	Peck Road	San Gabriel River Bicycle Path	Workman Mill Road	Whittier Narrows, Avocado Heights, North Whittier and City of Industry ^A	2	0.9	1,4	95
25	Duarte Road ^C	San Gabriel Boulevard	Sultana Avenue	East Pasadena-East San Gabriel	3	1.0	5	90
	Duarte Road	Sultana Avenue	Oak Avenue		2	0.4		
26	Windsor Avenue	Ventura Street	Figueroa Drive	Altadena	3	0.5	5	90
27	Loma Alta Drive	Lincoln Avenue	Lake Avenue	Altadena	3	1.6	5	90
28	Glenview Terrace/ Glen Canyon Road/ Roosevelt Avenue	Allen Avenue	Washington Boulevard	Altadena	BB	1.6	5	90
29	Emerald Necklace Gateway	San Gabriel River Path	Park entrance parking lot	Santa Fe Dam Recreational Area	1	1.1	1	90
30	Windsor Avenue	Figueroa Drive	Alberta Street	Altadena and City of Pasadena ^A	3	0.1	5	85
	Windsor Avenue	Alberta Street	Interstate 210		2	0.3		
31	San Pasqual Street	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel	2	0.5	5	85
32	Tyler Ave/W. Hondo Parkway	E. Live Oak Avenue	Temple City Limits	South Monrovia Islands	3	1.0	1,5	85

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
33	Altadena Drive	Canyon Close Road	Washington Boulevard	Altadena	2	1.0	5	85
34	Del Mar Avenue/ Hill Drive/San Gabriel Boulevard ^C	Graves Avenue	0.2 miles east of Lincoln Avenue	South San Gabriel, Whittier Narrows and Cities of Montebello and Rosemead ^A	2	2.6	1	85
35	Figueroa Drive	Windsor Avenue	Fair Oaks Avenue	Altadena	3	0.8	5	80
36	Las Flores Drive	Glenrose Avenue	Lake Avenue	Altadena	3	1.0	5	80
37	Marengo Avenue Marengo Avenue	Loma Alta Drive Altadena Drive	Altadena Drive Montana Street	Altadena and City of Pasadena ^A	3 2	0.9 0.9	5	80
38	S 10th Avenue	Arcadia City Limits	E. Live Oak Avenue	South Monrovia Islands	3	0.6	5	75
39	Casitas Avenue	Ventura Street	West Altadena Drive	Altadena	3	0.5	5	75
40	Vista Street	Huntington Drive	Longden Avenue	East Pasadena-East San Gabriel	3	1.1	5	70
41	San Pasqual Street	Greenwood Avenue	San Gabriel Boulevard	East Pasadena	3	0.9	5	70
42	Mayflower Avenue	Longden Avenue	Lynd Avenue	South Monrovia Islands	2	0.3	5	70
43	South Golden West Avenue	West Naomi Avenue	East Lemon Avenue	East Pasadena-East San Gabriel and City of San Arcadia ^A	3	0.4	5	70
44	Camino Real Shrode Avenue	Mayflower Avenue California Avenue	California Avenue Mountain Avenue	South Monrovia Islands	2 3	0.7 0.4	5	70
45	Washington Boulevard	Bellford Drive	Altadena Drive	Altadena	2	0.7	5	70
46	Willard Avenue	Longden Avenue	Las Tunas Drive	East Pasadena-East San Gabriel and City of San Gabriel ^A	3	0.7	5	60
47	California Boulevard	0.1 miles east of Brightside Lane	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.0	5	60
48	Longden Avenue	San Gabriel Boulevard	Rosemead Boulevard	East Pasadena-East San Gabriel and Cities of San Gabriel and Temple City ^A	3	1.0	5	55

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
49	Temple City Boulevard	Duarte Road	Lemon Avenue	East Pasadena-East San Gabriel and City of Temple City ^A	2	0.5	5	55
50	Rosemead Boulevard ^C	Colorado Boulevard	Callita Street	East Pasadena-East San Gabriel	2	2.0	5	60
Total Mileage						65.7		

^A Part of project traverses through or along boundary of incorporated city

^B Proposed project requires on-street alignment between Maple Street and Titley Avenue and between Kinneloa Avenue and Del Mar Boulevard

^C Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

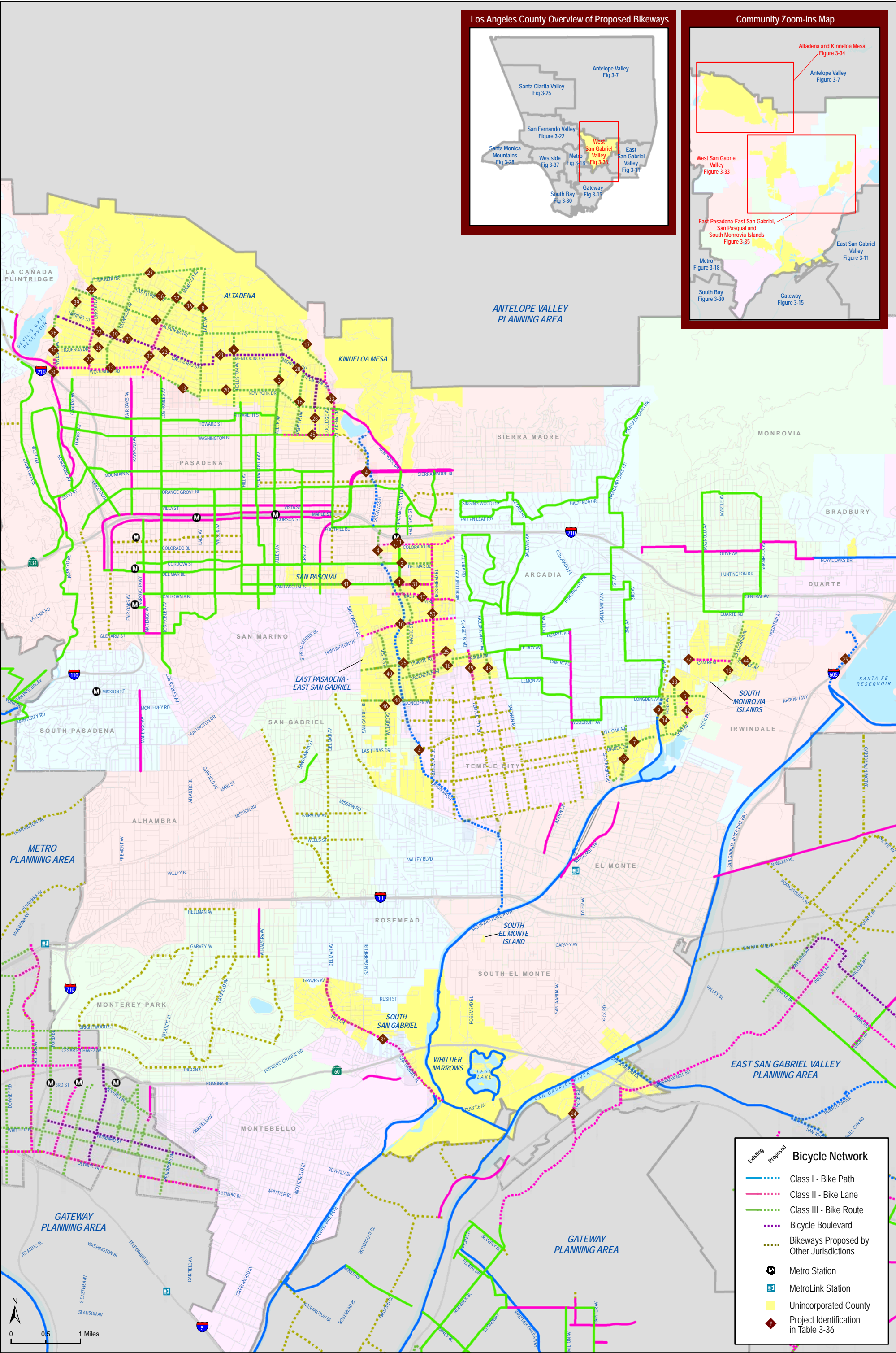


Figure 3-33: West San Gabriel Valley Planning Area Proposed Bicycle Facilities

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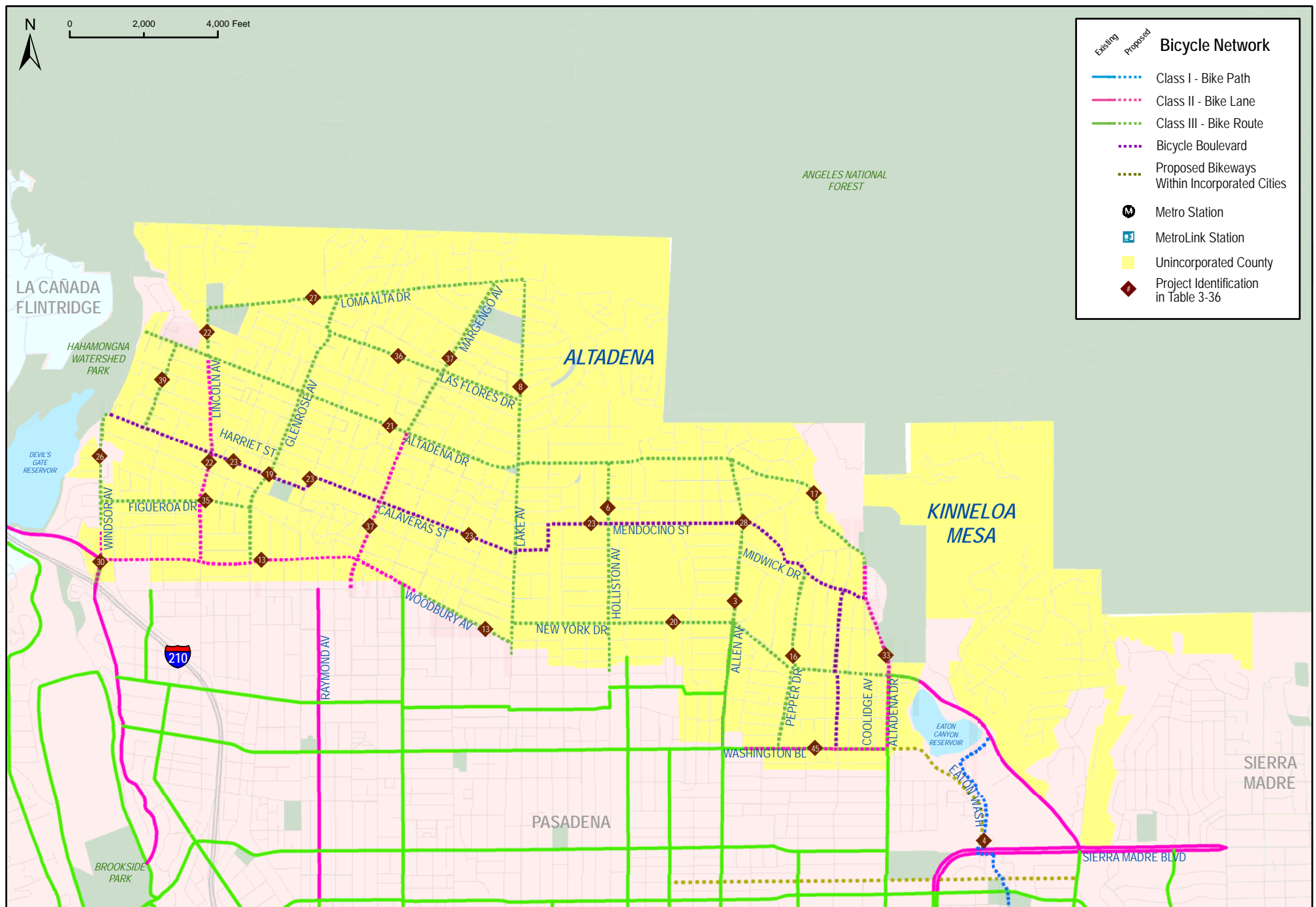


Figure 3-34: Altadena and Kinneloa Mesa Proposed Bicycle Facilities

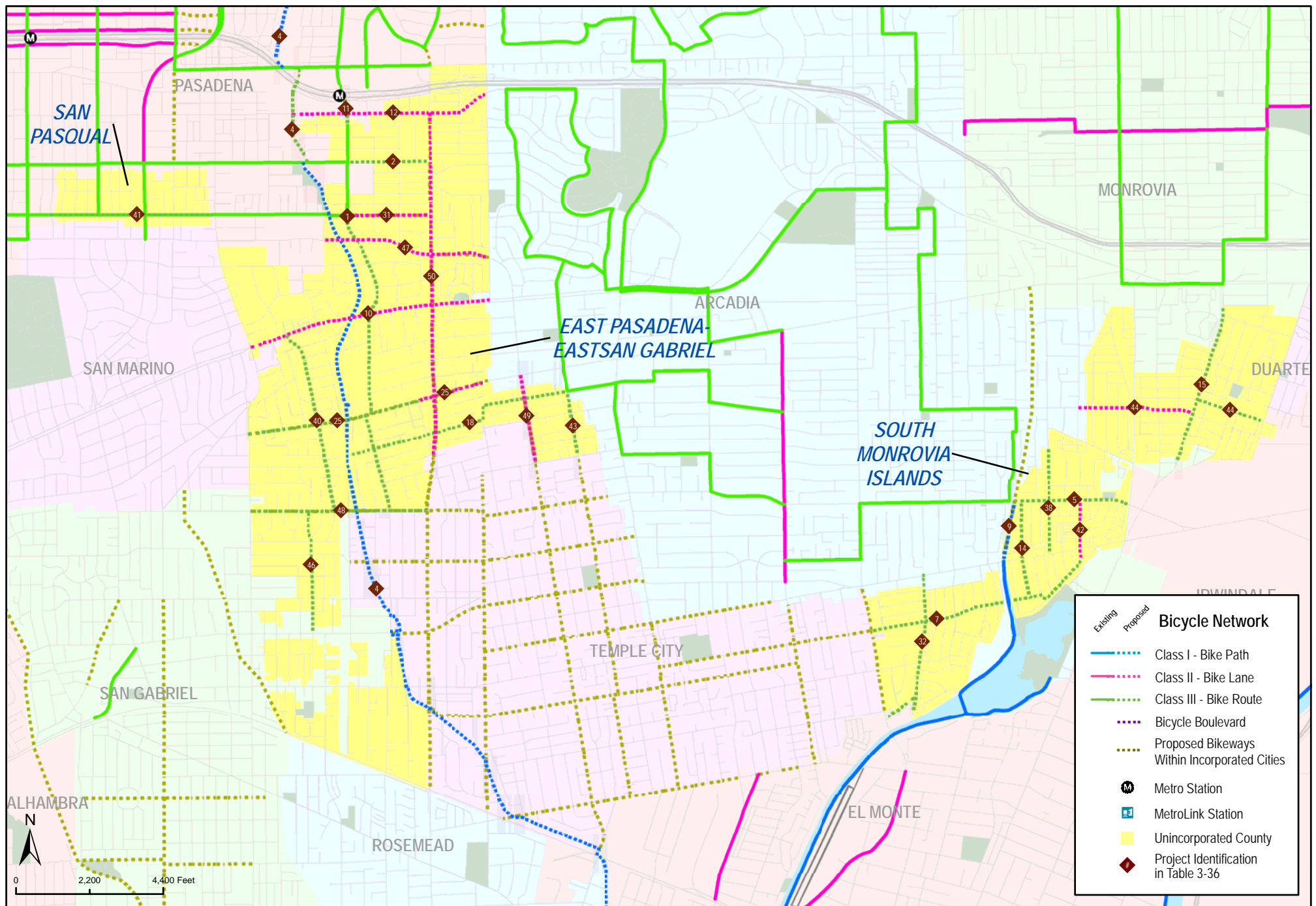


Figure 3-35: East Pasadena-East San Gabriel, San Pasqual and South Morovia Islands Proposed Bicycle Facilities

3.11 Westside Planning Area

The Westside Planning Area is located in the densely urban western part of Los Angeles County. There are four unincorporated areas comprised of the following six communities: Franklin Canyon, West Los Angeles (Sawtelle Veterans Affairs), Marina del Rey, Ballona Wetlands, West Fox Hills, and Ladera Heights/Viewpark-Windsor Hills. The unincorporated area is surrounded by incorporated jurisdictions, primarily the City of Los Angeles.

Approximately 32,000 people reside in this geographically small collection of communities³⁴, excluding West Los Angeles (Sawtelle Veterans Affairs), which has no permanent residents. Land uses in West Los Angeles are exclusively open space/park and public use, hosting the Veterans Affairs Administration and Hospital, Barrington Recreation Center, and Los Angeles National Cemetery. The remaining communities consist of predominately residential, commercial, open space, and park land uses. Figure D-10 in Appendix D displays existing land uses within the planning area.

3.11.1 Existing Bicycle Conditions

Within the Westside Planning Area, there are approximately 12.2 miles of bikeways maintained by the County. Table 3-37 summarizes the location, classification, extents, and mileage of the facilities maintained by the County.

Table 3-37: Westside Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Cities of Los Angeles and Santa Monica	Marvin Braude Bicycle Path	Mabery Road	Washington Boulevard	1	4.8
City of Los Angeles	Marvin Braude Bicycle Path	Pacific Avenue	Grand Avenue	1	3.8
City of Los Angeles and Marina del Rey	Ballona Creek Bicycle Path	Pacific Avenue	Lincoln Boulevard	1	1.5
Marina del Rey	Fiji Way	Western terminus of Fiji Way	Admiralty Way	3	0.7
Marina del Rey	Marvin Braude Bicycle Path	Fiji Way	Ballona Creek Bicycle Path	1	0.1
Marina del Rey	Marvin Braude Bicycle Path	Washington Boulevard	Fiji Way	1	1.3
				Total	12.2

**County-maintained bikeways only*

³⁴ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Opportunities to expand the existing bicycle network include improving access to key attractors in Ladera Heights/Viewpark-Windsor Hills such as West Los Angeles College, the Goldleaf Circle Commercial Plaza, the Fox Hills Mall, and the commercial area surrounding Leimert Park Plaza, and to existing networks in Culver City and Los Angeles. In Marina del Rey, opportunities include enhancing beach access and connections to Culver City and Los Angeles networks, including linkages to Marvin Braude Bicycle Path.

The LACMTA identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-38.

Table 3-38: MTA Identified Gaps in the Westside Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
35	Beach	LA County / LA City	South Bay Beach Bicycle Path through the Marina in Marina del Rey	Existing Class II on Washington
36	Beach	LA County / LA City	Connection between Fisherman's Village and Ballona Creek Bicycle Path	Existing Class III on Fiji Way

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-36 displays existing bicycle facilities, public transit stations, and bicycle collision locations within the planning area³⁵. According to the California Highway Patrol SWITRS data, 56 bicycle collisions were reported in the Westside Planning Area between 2004 and 2009. Of these 56 instances, 37 occurred in Marina del Rey. Four intersections in Marina del Rey experienced more than five collisions during that time period: Mindanao Way/ Admiralty Way (eight crashes), Bali Way/Admiralty Way (seven crashes), Palawan Way/Admiralty Way (seven crashes), and Fiji Way/Admiralty Way (six crashes). The high incidence of bicycle collisions in this concentrated area is partly a function of the high bicycling rates.

³⁵ Bicycle collision locations displayed for unincorporated communities only.

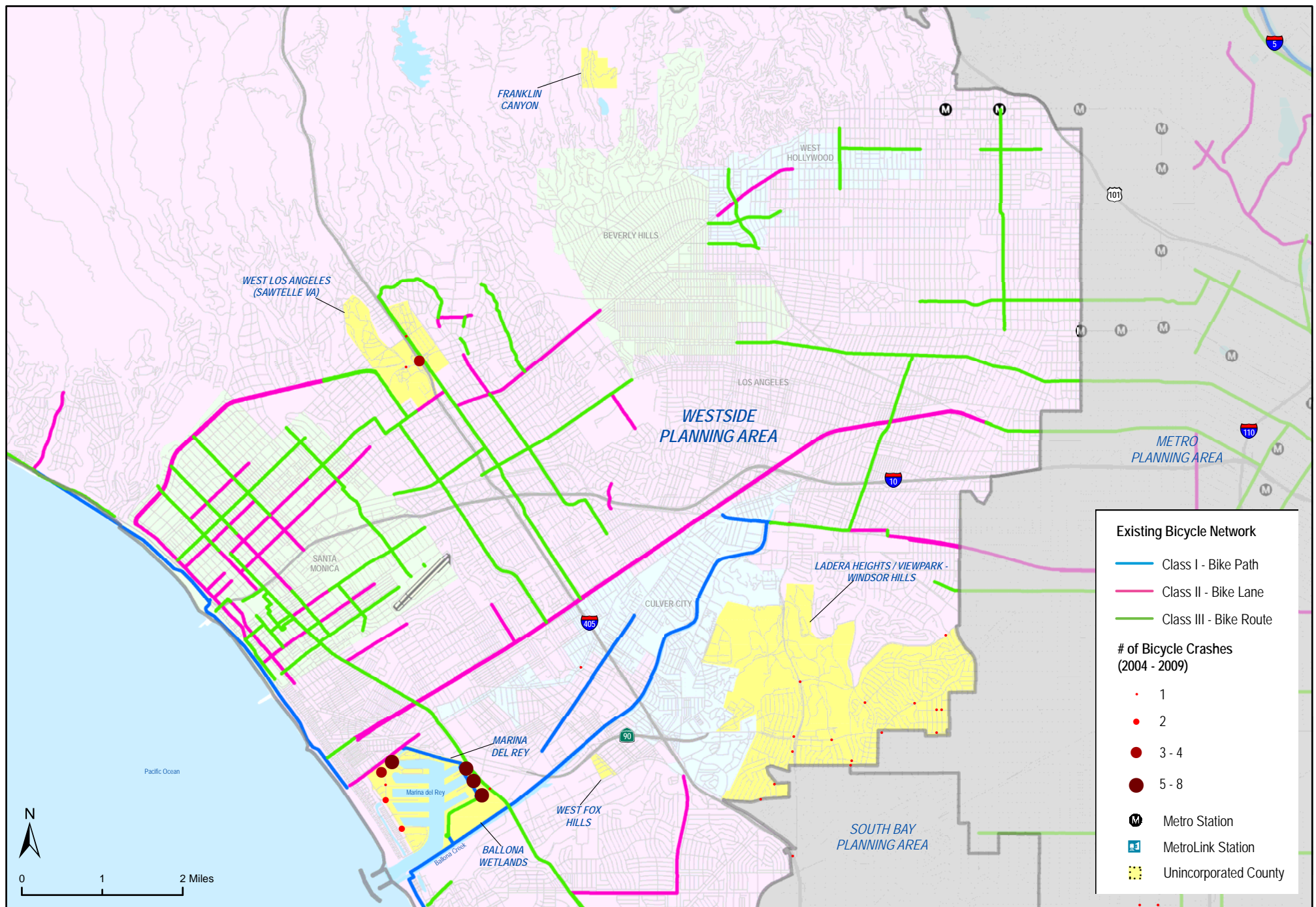


Figure 3-36: Westside Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.11.2 Proposed Network

Table 3-39 summarizes the proposed bicycle network mileage by classification type within the Westside Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 16 miles of facility across the planning area. There are currently only 12.2 miles of existing bicycle facilities within the unincorporated parts of Westside Planning Area. Table 3-40 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-37 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Westside planning area. Figure 3-38 provides a more detailed view of the proposed bicycle network within the Marina del Rey and Ballona Wetlands communities.

Table 3-39: Westside Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	3.2	20.4%
Class II – Bicycle Lane	6.9	43.9%
Class III – Bicycle Route	5.6	35.7%
Total	15.7	100%

Table 3-40: Westside Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Fiji Way ^A	0.7 miles west of Admiralty Way	Admiralty Way	Marina del Rey	2	0.6	4	115
	Fiji Way	Admiralty Way	Lincoln Boulevard		3	0.1		
2	Palawan Way	Washington Boulevard	0.1 miles south of Admiralty Way	Marina del Rey	3	0.2	3,4	100
3	Bali Way	0.1 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.1	4	100
4	Mindanao Way	0.2 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.2	4	100

Table 3-40: Westside Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
5	Valley Ridge Avenue/ 54th Street	Stocker Street	Hillcrest Drive	Ladera Heights/ Viewpark- Windsor Hills	3	1.4	2	90
6	Via Dolce	Washington Boulevard	Via Marina	Marina del Rey and City of Los Angeles ^B	3	0.4	3, 4	85
	Via Marina	Via Dolce/ Marquesas Way	Channel Walk		3	0.8		
7	Fiji Way Proposed Bicycle Path	Fiji Way	Admiralty Way	Marina del Rey	1	0.7	4	85
8	Overhill Drive	Stocker Street	Slauson Avenue	Ladera Heights/ Viewpark- Windsor Hills	2	0.7	2	80
	Overhill Drive	Slauson Avenue	60 th Street		3	0.2		
9	Sepulveda Channel Proposed Bicycle Path	Washington Boulevard	Ballona Creek Bicycle Path	City of Los Angeles	1	0.8	2	80
10	Marvin Braude Proposed Bicycle Path	Washington Boulevard	0.1 miles south of Yawl Street	City of Los Angeles	1	1.1	3	75
11	62 nd Street/ Citrus Avenue/ 60 th Street	Fairfax Avenue	0.1 miles east of Overhill Drive	Ladera Heights/ Viewpark- Windsor Hills and City of Los Angeles ^B	3	0.7	2	70
12	Slauson Avenue	0.1 miles east of Buckingham Parkway	Angeles Vista Road	Ladera Heights/ Viewpark- Windsor Hills and City of Los Angeles ^B	3	1.6	2	70
13	Fairfax Avenue	Stocker Street	57 th Street	Ladera Heights/ Viewpark- Windsor Hills	2	0.6	2	65
	Fairfax Avenue	57 th Street	62 nd Street		3	0.4		
14	Centinela Avenue	Green Valley Circle	La Tijera Boulevard	Ladera Heights/ Viewpark- Windsor Hills and City of Los Angeles ^B	2	0.9	2	65
15	Angeles Vista Road	Slauson Avenue	Vernon Avenue	Ladera Heights/ Viewpark- Windsor Hills and City of Los Angeles ^B	2	1.6	2	65
16	Sepulveda Channel Proposed Bicycle Path	Palms Boulevard	Venice Boulevard	City of Los Angeles	1	0.6	2	65
17	Stocker Street	Fairfax Avenue	Santa Rosalia Drive	Ladera Heights/ Viewpark- Windsor Hills and City of Los Angeles ^B	2	2.0	2	50

Total Mileage**15.7**^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^B Part of project traverses through or along boundary of incorporated city

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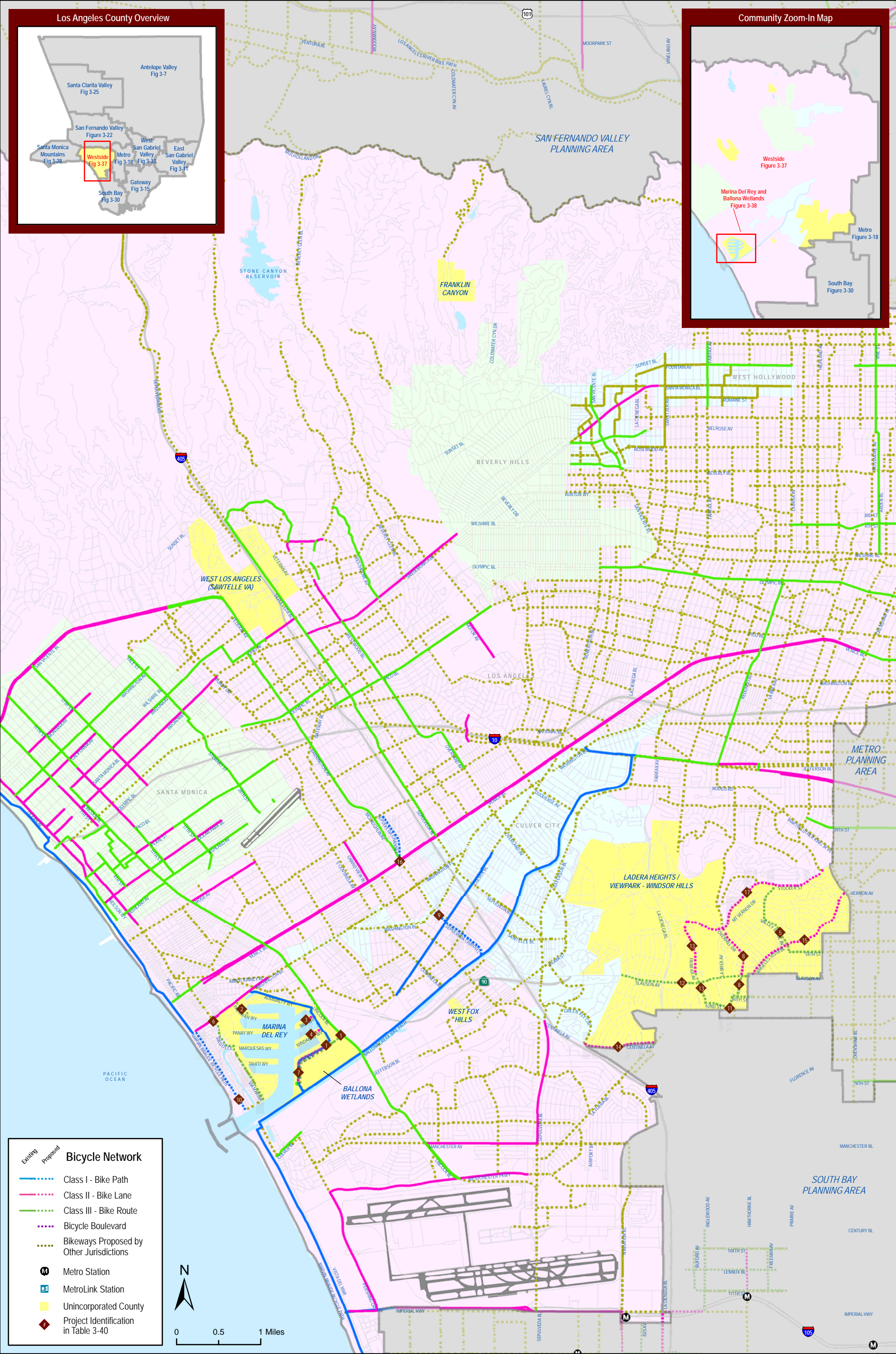


Figure 3-37: Westside Planning Area Proposed Bicycle Facilities

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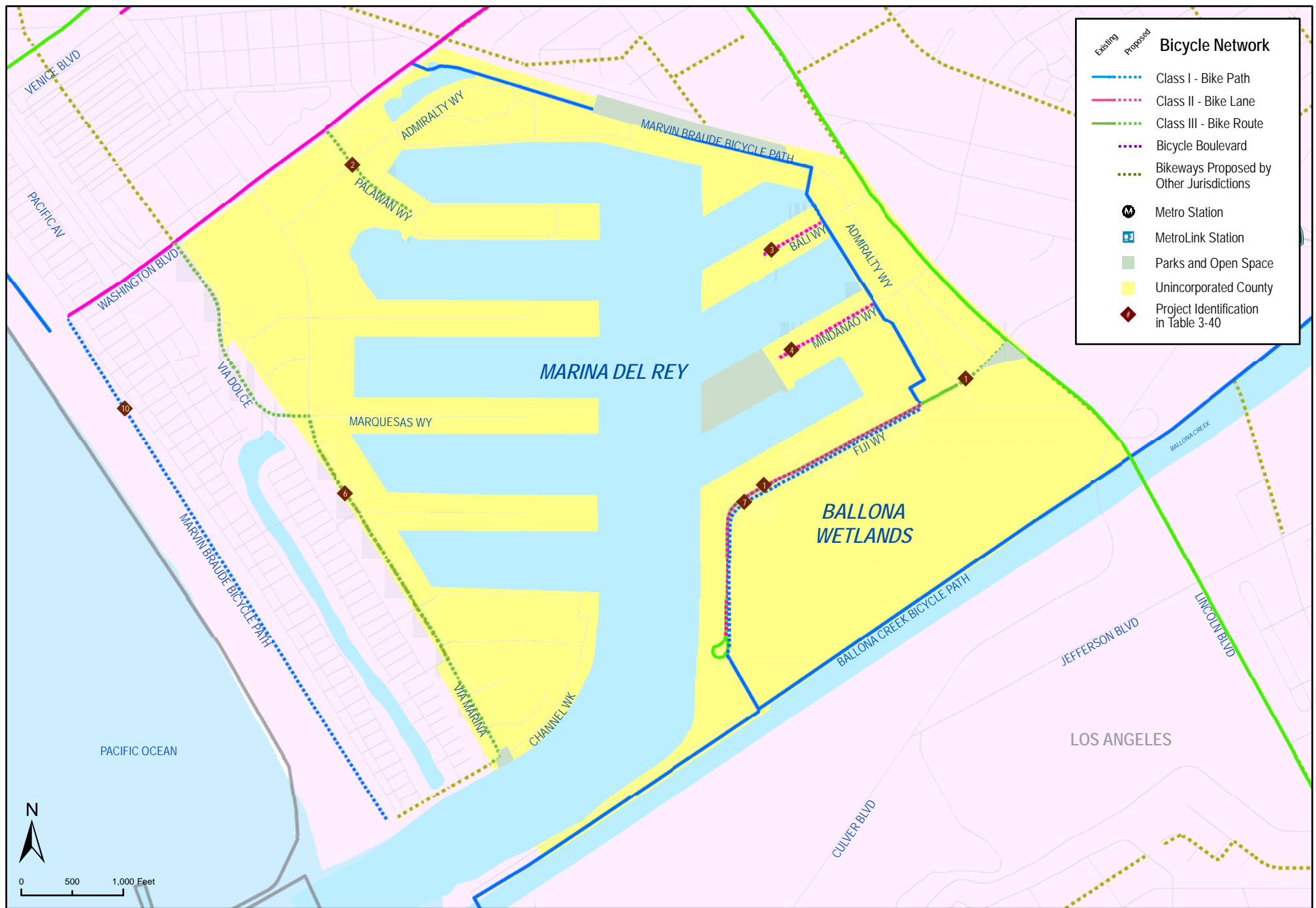


Figure 3-38: Ballona Wetlands and Marina Del Rey Proposed Bicycle Facilities

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4. Education, Enforcement, Encouragement and Evaluation Programs



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